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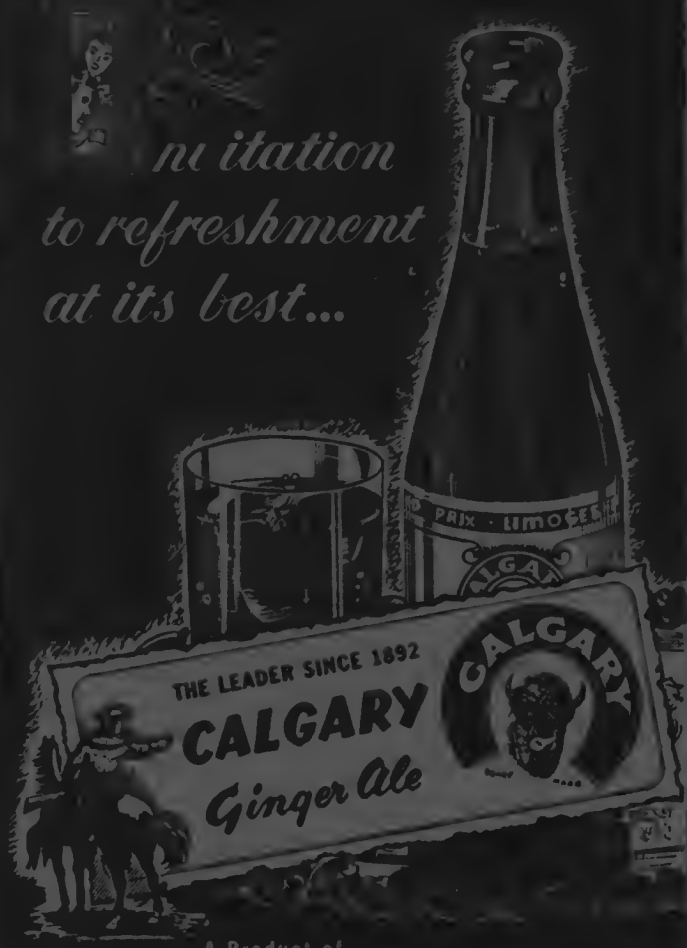


The Alberta
United Services
Institute

JOURNAL
1948

PUBLISHED ANNUALLY BY
THE ALBERTA UNITED SERVICES INSTITUTE
(Incorporated)
(Successors to The Alberta Military Institute)
CALGARY ALBERTA

*in imitation
to refreshment
at its best...*



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**The Alberta
United Services
Institute**

**JOURNAL
1948**

PUBLISHED ANNUALLY BY
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CALGARY - ALBERTA

1948 ANNUAL JOURNAL

OF

THE ALBERTA UNITED SERVICES INSTITUTE

(Incorporated)

(Successors to The Alberta Military Intsitute)

MAJOR R. B. WILSON, Editor

COL. D. G. L. CUNNINGTON, O.B.E., M.C., E.D., Business Manager.

Twenty-Ninth Year

December, 1948

The Alberta United Services Institute does not hold itself responsible for the opinions expressed by speakers and reported herein, and no official opinions are given.

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Four Generations of British Royalty

In Memoriam



COL. D. L. REDMAN, V.D.

LT.-COL. W. S. QUINT

MAJOR W. McINTOSH

CAPT. H. SAWLEY

CAPT. G. M. ROSS

LT. W. J. WATSON

THE 1949 PRESIDENT'S MESSAGE

By COL. J. FRED SCOTT, O.B.E., E.D.

AFTER a long association with the Alberta Military Institute as a member and director at times, it is a source of great satisfaction to have the honour of being President of the Alberta United Services Institute.

The activities of the past year, during which period the officers of the Air Arm particularly have thrown their support behind the Institute, even before the change in designation, have demonstrated the wisdom of having the wider outlook. A greater inter-relation with the Naval Arm would work out to the benefit of the Institute and, as well, of the Naval Arm itself, as the trend of modern warfare has demonstrated that no one service can hope to pursue the study of defence independantly of all other Arms.



COL. J. FRED SCOTT
O.B.E., E.D.

Already this year the Institute has enjoyed some outstanding treats from the speakers. The Directorate looks forward to procuring speakers for the remainder of the year who can continue to give the forward view on matters of National importance, which view is most essential at a time when the future is so pregnant with trouble.

The regular Army Officers certainly, and the Reserve Force Officers practically, are barred from any expression of views (other than through official channels) in respect to matters of defence, and in our country where such controversial matters have long been a political football, or politically avoided, I suggest that our organization, composed as it is of Officers experienced in all branches of our services, should be prepared to give expression to views without political bias in order to sound out and influence public opinion from time to time.

Our recommendations would be welcomed by those in our Government who are responsible for defence matters.

THE ALBERTA UNITED SERVICES INSTITUTE

(SUCCESSORS TO THE ALBERTA MILITARY INSTITUTE)

(Incorporated 1920)

CALGARY



PATRONS

His Excellency Field Marshal the Viscount Alexander of Tunis, G.C.B., G.C.M.G.,
C.S.I., D.S.O., M.C., LL.D., A.D.C., Governor-General of Canada.

The Rt. Hon. Louis Stephen St. Laurent, P.C., LL.D., K.C., M.P.
Prime Minister of Canada.

Lt.-Gen. Charles Foulkes, C.B., C.B.E., D.S.O., Chief of the General Staff in Canada.

Maj.-Gen. A. H. Bell, C.M.G., D.S.O.

Maj.-Gen. G. R. Pearkes, V.C., D.S.O., M.C., M.P.

Col. G. E. Sanders, C.M.G., D.S.O.

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Maj.-Gen. M. H. S. Penhale, C.B.E., G.O.C. Western Command.

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S/L H. F. Francis.

OFFICERS FOR 1949

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Lieut. (S) G. M. Tapp

Major Allan Turney

HONORARY CHAPLAIN

Hon. Major Mgr. A. J. Hetherington.

LIBRARIAN

Major Harold Chambers

PRESIDENT'S ANNUAL ADDRESS

Delivered by S/L H. F. FRANCIS at the Annual Meeting, January 26th, 1949, covering Institute Activities during 1948.

AT THE conclusion of my term of office I again wish to thank you for the signal honour paid to myself, and the recognition given to the other services in having elected me to act as your president for the year 1948.

In looking through past Journals, I realize that the idea of bringing in Navy and Air Force officers, encouraging them to take an active part in this Institute, has only in recent years been given impetus. I believe Capt. R. C. Carlile, in his term of office made it a prime object of his administration to encourage the acceptance of this Institute as a combined institute, of all three services. I think this a wise move, and I trust it will continue. The objects of this Institute can best be realized by the continued close liaison which has existed between the three branches of our one Service, this past few years.



S/L H. F. FRANCIS

I am speaking now on behalf of your Board. We have tried to make 1948 a successful year. With the exception of the summer months, we have sponsored two or more events each month. Attendance has been excellent and your Board of Directors thank you for your support.

I would like to review a few of the events during this past term.

I would refer first to our Annual Vimy Dinner, held last year on April 2. Brig. Murphy was our speaker, and his address was outstanding. It received a good deal of publicity here and elsewhere and he repeated it later to the Canadian Club at Vancouver.

With regard to the Military Ball held November 12, your Board felt that most of our members preferred that this event should be held at the Palliser. We determined, therefore, to hold the Ball at the Palliser, but that we would eliminate so far as possible, any objectionable features to holding it there. The committee appointed, with Col. Stony Richardson as convenor and ably assisted by Col.

Cunnington, worked hard to make this event a success. We were determined to place this event back on its pedestal as the outstanding social event of the year in Calgary. We warned members well in advance that tickets must be picked up early. Some did not do so and were disappointed. I believe next year when the ticket sale for the Ball is announced the tickets will be picked up very quickly. The Ball was a fine affair and I am sure those who attended will agree with me.

● Outline of Events Held During 1948

The Battle of Britain Dance held in September was fairly well attended. However, some of the members of the Board feel that this event can be developed to tie it in with the idea of the Battle of Britain. This affair has been left in the hands of the Air Force members of the Institute. The Board of Directors have indicated that they will give every support to assist in bringing this event up to the standard of the Vimy Dinner and the Military Ball. This is a challenge to the Air Force members which I hope they will accept.

During the year we held four receptions:

May 6 we said farewell to W/C G. Lewis.

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Hardware
and its allied
lines.

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unequalled for reliability
which in 80 years has
become the largest and
best in Western Canada.

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with Canadians
in every walk
of life since
1817 . . .



BANK OF MONTREAL

Calgary Main Office, Cor. of 8th Avenue
and 1st Street West: R. L. BAILEY, Mgr.

May 25 we welcomed Sirdar H. S. Malik, British High Commissioner to India on the occasion of his visit to Calgary, when he presented the sword to the King's Own Calgary Regiment.

November 26 we welcomed Hon. Milton Gregg, V.C., Minister of Veterans' Affairs.

January 1 our Annual New Year's Day Reception was held which, this year, was particularly popular.

All four receptions were well attended and gave an opportunity for members to renew acquaintances. We all like these receptions, and I hope the new Board will see their way clear to finding excuses to hold more of them in the future.

In addition to the foregoing we had an excellent programme of addresses, 13 by actual count. These will be covered in detail in the Journal when it is published. Our meetings are a most important phase of the programme of this Institute. The addresses were all well prepared and were enjoyed by all those who attended. The last one, held January 19, was in the nature of an experiment in that we held it at noon. About all it proved was that if you have a drawing card like Ross Munro, you will get a good crowd. However, it was an enjoyable affair and I would suggest consideration be given to another such meeting at an early date.

● Capt. Horace Payne Assumes Cadet Command

As you know, Maj. Chapman relinquished his command as C.O. of the Cadet Squadron last year. We were fortunate indeed in obtaining as his successor, Capt. Horace Payne. He has done a wonderful job. The squadron is now located in the Armories and meets Tuesday nights, and I would strongly urge members of this Institute to pay them a visit now and then. The instructors and boys will really appreciate this. Capt. Payne will give his own report on the cadets in a short while.

Maj. Chambers will give you a report on the Library. He has done excellent work and I bespeak your support for this branch of our activities.

Maj. Baker and Maj. Farquharson instituted a snooker and billiard tournament which has been well supported. The only thing of note about this is that we all know how it will turn out before we start—Capt. Sleen usually wins.

You will recall at the annual meeting last year it was moved and seconded that this Institute do everything possible towards the establishment of an Auxiliary Squadron. This is now an accomplished fact; and I can say with some pride that I believe it is because of the backing of this Institute, and the work we did, which brought about this result at this early date.

I would like to thank Capt. Miller for his assistance at the piano at so many of our meetings.

I would like to thank Maj. Ralph Wilson for his assistance in getting out the Journal. It was a job well done. Col. Cunningham's history, published in the last Journal, is of particular interest to members who have joined in recent years.

● Appreciation Expressed for Support Given

I cannot close this report without referring to the loyalty and support which I have received from the Board of Directors. Col. Cunningham has been diligent and thorough in his work as secretary-treasurer throughout. Our vice-president, Col. Scott, has unhesitatingly taken over when I could not be present to preside. The members of the Board have accepted committee assignments cheerfully and have put much time and effort to see that the job was well done.

I wish particularly to refer to Col. Stony Richardson, D.S.O., who has, as you know, resigned, having accepted a position in Vancouver. Stony was not only a member of the Board, he was also president of the Garrison Officers' Mess. Combining these two offices as he did, he supplied perfect liaison between the Mess and the Institute. We will miss him greatly. Stony will be back in the spring for a short visit and it is hoped at that time we will have an opportunity of officially showing our appreciation.

As a result of the close liaison between the Mess and the Institute existing this past year, your Board of Directors will move that the president of the Mess Committee should be a member of the Board of Directors of the Institute.

In conclusion I wish to say a word or two regarding the objects of this Institute. A man who has acted in the Armed Services of Canada develops a very keen appreciation of what that country means to him. This is not to say that civilians are deficient in this. It is just that it becomes enhanced when you join the services. Why, I don't know. Whether it is the contact with an enemy, or an ally, whether it is the sudden friendships formed, and sometimes as quickly severed, whether it is being away from home—I don't know. But service men have that appreciation and with it goes a realization of our responsibility as citizens. The activity, the training which goes on in every part of this building each day is an example of that realization. It is the object of this institute to foster that activity; to make the populace at large realize the necessity for it. An informed public opinion on the need for national Defence Services should be our prime object. I commend that thought to you.

THE AUDITOR'S REPORT

The President and Members

The Alberta United Services Institute :

Dear Sirs :

In accordance with your request I have audited the books and records of the Alberta United Services Institute for the year ended December 31, 1948, and report thereon as follows:

ASSETS

Cash in bank was confirmed by certificate received direct from the Bank of Montreal.

Accounts receivable represent balances due for advertising placed in the Journal. A small balance arising from the 1946 Journal was written-off during the year under review and I was informed by your Secretary-Treasurer that, in his opinion, the balance of the accounts are collectable.

The investment securities were produced for my inspection at the Bank of Montreal where they are lodged for safekeeping, and were found to be in order.

LIABILITIES

During the year under review the Institute contributed to the operation of the Garrison Officers' Mess the amount of provision made in respect to the portion of membership dues to December 31, 1947. However, no large contributions towards the operations of the mess have been requested in respect to membership dues for 1948 and accordingly a general provision of \$1,000.00 has again been set up on the books.

GENERAL

I test checked the detailed transactions and carried out such other audit procedures which I considered necessary in order to satisfy myself that all receipts and disbursements had been correctly recorded in the books.

I received all the information and explanations that I required and I certify, that in my opinion, the balance sheet and statement of revenue and expenditures are properly drawn up to show a true and correct view of the affairs of the Institute as at December 31, 1948, according to the best of my information and the explanations given to me and as shown by the books of the Institute.

CALGARY, January 17, 1949.

D. J. MORRISON, Lieut., (S) R.C.N. (R),

Auditor.

SECRETARY-TREASURER'S REPORT

Mr. President and Gentlemen :

In presenting this report may I congratulate the members on a very successful year.

Our membership continues in a very healthy condition and as you will note by the Financial Statement now before you the finances are also in good shape. We finished the year with a credit balance and our membership is now 811 resident members and 191 non-resident members, 54 outside the Province. Several members have died during the past year and their names will be duly recorded in the memoriam page of the Journal.

The recent sudden death of Capt. Freddie McCall brings to mind an item I omitted from the short history of the Institute which I prepared for the last issue of the Journal. It should be of particular interest to our Air Force members. On November 24, 1927 (the year I was president), this Institute sponsored a meeting that was addressed by General J. H. McBrien (afterwards Sir James McBrien) on the aims and objects of the proposed Calgary Branch of the Canadian Air League. One of the objects was the formation of flying clubs. At that meeting the Mayor of Calgary (the late F. E. Osborne) in thanking the General, informed the meeting that the City Commissioners would set aside certain property belonging to the city for a landing ground. Before the meeting closed it was announced that Capt. F. C. McCall, D.S.O., D.F.C., M.C., would hold a meeting the following week to organize a flying club. The result of that and the work of the flying club since that time are well known to you all.

During the past year we held 13 lecture meetings, the Vimy Dinner, the Military Ball, Battle of Britain Dance, the New Year's day Reception and three other receptions. A fair record of activities.

The relations of the Institute with the Garrison Mess Committee continue most cordial and I desire to record my appreciation of the help and co-operation we have at all times received from Lt.-Col. Richardson, the former president, and Capt. Sleen, the manager.

I wish also at this time to express my thanks to the President and Vice-President and the Directors for their help and assistance.

Respectfully submitted,

D. G. L. CUNNINGTON,

THE ALBERTA UNITED SERVICES INSTITUTE

BALANCE SHEET — DECEMBER 31, 1948

ASSETS		LIABILITIES	
Cash in Bank	\$ 2,469.49	Outstanding Cheques	\$ 26.44
Accounts Receivable	20.00	Prepaid Dues	162.00
Investments		Provision for proportion of dues payable to the Garrison Officers' Mess	1,000.00
(At market value December 31, 1948)	8,018.22	Surplus:	
Par value \$7,900.00; Cost \$7,407.25.		Balance as at Jan. 1, 1948	\$9,365.26
Library	346.18	Add—Excess of revenue over expenditure for the year ended Dec. 31, 1948, per statement	412.57
Office Equipment	43.50		9,777.83
		Deduct—Reduction in market price of bonds	68.88
			9,708.95
			<u>\$10,897.39</u>

Submitted with my report dated January 17, 1948.
D. J. MORRISON, LIEUT. (S) R.C.N.(R),
Auditor.

Certified correct,

D. G. L. CUNNINGTON, COL.,
Honorary Secretary-Treasurer.

STATEMENT OF REVENUE AND EXPENDITURE

Year Ended December 31, 1948

REVENUE

Membership Dues		\$ 3,438.50
Grant—Department of National Defence		500.00
Interest		324.72
Military Ball—Ticket Sales	\$2,276.25	
Other Receipts—Net	75.15	
	<hr/>	
Expenses	2,027.77	323.63
	<hr/>	
Battle of Britain Dance—Ticket Sales	94.50	
Expenses	89.70	4.80
	<hr/>	
		<hr/> 4,591.65

EXPENDITURES

Garrison Officers' Mess—		
Proportion of Membership Dues	\$1,022.73	
Lectures—Refreshments for Meetings	\$187.00	
Expenses	85.96	272.96
	<hr/>	
Receptions	331.20	
New Year's Reception, 1948	96.60	
Vimy Dinner—Expenses	848.87	
Less Receipts	728.00	120.87
	<hr/>	
A.U.S.I. Cadets—Boots and Shirts	400.00	
Less rec'd from sales	69.00	
	<hr/>	
	331.00	
Flag	135.00	
Sundry	128.53	594.53
	<hr/>	
A.U.S.I. Journal—Cost of publishing	1,054.52	
Less Adv'g Receipts	603.80	450.72
General Expenses—		
Assistance to Secretary-Treasurer	500.00	
Audit	30.00	
	<hr/>	
Grant—Province of Alberta Rifle Assoc'n	50.00	
Safety Deposit Box	5.00	
Insurance	5.80	
Multigraphing	467.77	
Postage	122.72	
Printing, Stationery and Office	98.18	
Sundry	10.00	4,179.08
	<hr/>	
Excess of revenue over expenditure carried		
to surplus account		\$ 412.57
	<hr/>	
	2,351.40	

REPORT OF THE LIBRARIAN

Mr. President and Gentlemen :

Early in 1948 the directors appointed Col. F. E. Scott, O.B.E., E.D.; Major A. A. Williams, and the Librarian to check over a number of books that were considered obsolete and a number considered too dilapidated for repair. On completion of the check a total of 46 books were removed from the library and the records adjusted accordingly. The discarded books were handed over to the L.S.H. (R.C.) with permission for the Unit to retain any books considered useful and to destroy those not required.

Library records show that more books were borrowed in 1948 than in 1947. Unfortunately, the difficulty of getting books returned to the library has increased in proportion to the increased borrowing. Members are respectfully requested to return books after having them on loan for a reasonable period of time. It should be borne in mind that other members may be waiting to borrow the book you are holding.

Information explaining how members can borrow books is now posted in the library. This information will also be contained in this publication of the Institute Journal.

NEW BOOKS ADDED TO THE LIBRARY IN 1948

"U.S. Foreign Policy," by Walter Lippman

"Combined Operations," by H. St. G. Sanders

—Both books presented by Col. E. R. Knight, V.D.

"Fighting Ships," by F. E. McMurtrie.

—Presented by Lt. M. F. McCormick.

"Despatch," a booklet by Field Marshal Montgomery

—Presented by Capt. J. A. Cook.

"With the Flag to Pretoria" (30 Pictorial Magazines)

"After Pretoria"—The Guerilla War (42 Pictorial Magazines)

—Presented by Mr. and Mrs. Ervin Hirst.

THE FOLLOWING BOOKS WERE PURCHASED BY THE INSTITUTE

"The Meaning of Treason," by Rebecca West.

"Facepowder and Gunpowder," by Jean M. Ellis.

"The Canadian Army 1939-45," by Col. C. P. Stacey.

"Lord Strathcona's Horse (R.C.) 1939-45," by Lt.-Col. McAvity.

"The Gathering Storm" (2nd World War), by Winston Churchill.

Other volumes of Winston Churchill's book dealing with World War II. will be purchased as they become available.

A bound copy of the Institute Journal, 1942 to 1946 inclusive, was also placed in the library.

I recommend that a sum of \$50.00 be authorized for the 1949 library expenses.

H. CHAMBERS (Major),

Hon. Librarian.

The following information is published for the guidance of Institute members who are desirous of borrowing books from the Library.

1. Obtain the Library bookshelf key from the Steward on duty. Select the book or books required and remove the RECORD CARD from the inside of the back cover of the book or books. COMPLETE THE DETAILS REQUIRED ON THE CARD and return bookshelf key with the COMPLETED RECORD CARD to Steward on duty.

Please note that the RESIDENTIAL ADDRESS should be shown on record card in preference to the Unit or Orderly Room address.

2. Books can be borrowed for any period up to thirty (30) days. If books are required for a longer period, a request to that effect in writing should be sent to the Librarian or handed to the Mess Steward for transmission to the Librarian. The time limit for any book or books to be borrowed should not exceed sixty (60) days.
4. When books are returned to the Library they should be handed over to the Steward on duty, and a receipt obtained for the books being returned.

PLEASE FOLLOW THE ABOVE INSTRUCTIONS

and assist your Directorate and Librarian to avoid further losses of books from your Library.

FOR INFORMATION

on previous losses of books, please see the Librarian's report in the 1947 A.U.S.I. Journal.

I N S U R A N C E

Douglas G. L. Cunningham

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A.U.S.I. CADET SQUADRON

Report prepared by CAPT. H. A. PAYNE, Chairman of The Alberta United Services Institute Cadet Committee.

The past year has been a year of progress for the Squadron—here are a few of the high-lights on events and training for 1948:

The usual guard of honour was provided for the Vimy Dinner. The Cadets were complimented on their efficiency and smart turnout by Maj.-Gen. Penhale. The Cadet Officers were guests of the Institute at dinner while the other ranks were the guests of the Palace Theatre.

A church parade was held at St. Barnabas Church in April.

Thirty Officers and Cadets attended the annual camp at Sarcee and thoroughly enjoyed a very pleasant and instructive camp.

Sixteen Officers and Cadets were the guests of the parent regiment, Lord Strathcona's Horse (R.C.), at Wainwright camp for a week in July. A very excellent training programme was laid on by the regiment.

Training parades were resumed after summer holidays, commencing September 3. Training quarters are now located in the Mewata Armouries, it being found advisable to move to a more central location in the city.

The following courses were organized and are in the process of completion: Wireless on procedure and the No. 19 set, first aid, Musketry, M.E.D., and fundamental training.

Sports include: Basketball team, turkey shoot, movies, entertainment and refreshments.

The Officers and N.C.O's deserve a great deal of credit in putting over the training programme and administration of stores and clothing. All ranks are looking forward to the presentation of the lovely Cadet Flag, a gift of the Institute.

There is a new clothing policy in effect. Uniforms, with the exception of boots and shirts, are a free issue. We have received our quota of new uniforms. The policy adopted on the boots and shirts was for the Institute to purchase these articles and resell to the Cadets at cost.

In closing I would like to express the thanks of the Cadets to Major L. H. Chapman for his excellent work and guidance during his four years as chairman. We wish him good health and good luck and may he long enjoy his well-earned retirement.

I further wish to express my thanks for the encouragement and support I have received from the Institute Directors and members of the Institute.

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Yes . . . proud because you know that you're dressed "just right" for the occasion. There's a world of confidence and good feeling in a smart appearance. . . . That's why discriminating men always shop at the "Bay," because they know they'll find a complete range of men's apparel and furnishings . . .

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COMMUNIST PARTY BAN ADVOCATED

Address by BRIG. W. C. MURPHY, C.B.E., D.S.O., E.D., at The Alberta United Services Institute, April 2, 1948, at the Annual Vimy Dinner.

MAY I first say how honoured I feel at having been asked to come here from Vancouver and say a few words to you tonight. It is not only a great honor but a great pleasure, for this is the first time since the end of the war that I have had the opportunity of coming to your city and telling a Calgary audience something of the 14th Armoured Regiment (Calgary Tanks).



BRIG. W. G. MURPHY, C.B.E., D.S.O., E.D.

I took command of the First Canadian Armoured Brigade, of which that unit formed part, in February, 1944, and commanded it until the end of the war. I have served with a number of Canadian Regiments, and as a Staff Officer and Commander have had the opportunity of seeing many units of many different nationalities, and I can assure you that I have never seen a Regiment in the uniform of Canada or any other country that surpassed in fighting prowess the men of the Calgary Tanks. During that period, they were given many difficult assignments, some on ground over which tanks were not supposed to operate. On no single occasion did the Calgary Tanks fail to take and to hold their objective. On no single occasion

did any tank of that regiment withdraw one foot under enemy pressure. That is a record difficult to equal and impossible to surpass in any army in the world.

● War Record of Lt.-Col. Richardson Praised

During much of that time, the Regiment was under the command of my old friend and comrade-in-arms, Stony Richardson. If I were to tell you what I really thought of Stony as a soldier and as a man, I think that possibly for the first time in his life I could bring a blush to those leathery cheeks of his. Suffice it to say that I had the honour of drafting the citation for his D.S.O. and I am reliably informed that that was the longest citation for any decoration

awarded to a Canadian during the whole of the last war. And I can assure you that at that I didn't tell half the story.

We meet here tonight to commemorate a brilliant feat of Canadian arms, the storming of Vimy Ridge. On that April day in 1917, four Canadian Divisions swept forward to take and to hold a position that the Germans considered was impregnable. It needs no words of mine to tell the story. I have no doubt that many of you here tonight fought in the battle. Suffice it to say that as long as there is a Canada her people will look back with a very deep pride on that day.

But in looking back to 1917, we look back over a span of thirty-one years. In that time there has been another great war, which only ended some three years ago. And what is the position as we find it today? It seems to me, Mr. Chairman, that the time has come in Canada, as well as in the other liberty-loving countries of the world, to realize that we are once more at war, and to take steps accordingly. I venture to suggest that there is not a man in this room who could truthfully be called a war monger or jingoist. After our years of service, the one thing we want above all else is peace,

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● "We Fought to Preserve Our Way of Life"

In our lifetime, there have been two Great Wars, wars that took an appalling toll of human life, that have left us burdened with death, and that have solved none of the problems of the world. In fact, in many ways they have accentuated those problems. I would not have you feel that I am one of those who looks about him at the troubled state the world is in today and bemoans the fact that he ever did serve and cries to high heaven that both wars were useless sacrifices. Again I venture to suggest that there is not a man in this room who is so naive as to have believed that he fought in either war as a war to end all wars, or that peace and the millennium would arrive simultaneously. We fought to preserve our way of life, to preserve those liberties that come so naturally to us we scarcely think of them to insure that law and order, as we know them, would continue to be the corner stone of those liberties. Well, those things we did preserve, those liberties we have today, and I say to you flatly, gentlemen, that any sacrifices we were called upon to make to so preserve them were well worth while.

Democracy is by no means perfect. It has many, many failings, but at least it is not static. Year by year, it endeavours to improve itself and to improve itself for the good of the people as a whole. I like to think, as a far better man than I once said, that democracy in essence is respect for the dignity of the individual.

Today, our way of life is threatened as it never was in 1914 or 1939. If we lose this war that is raging today, we lose our right to think as we wish, to govern ourselves as we choose, to meet in assemblies such as this, to read books and magazines and newspapers unhampered by the dead hand of censorship, to rely on the impartial administration of justice, to practise the religion of our choice. I could go on naming these liberties, liberties that, as I say, come so naturally to us that many of our people, even seeing what is happening in Europe today, say it could not happen here.

● The Black Shadow of the Kremlin Creeps Further Afield

Gentlemen, it could happen here. In the last few years, it has happened to some 110 millions of people. Think of it! 110 millions of people! The bell has tolled for Latvia, for Estonia, for Lithuania, for Poland, for Hungary, for Albania, for Rumania, for Bulgaria, for Yugoslavia, for Czecho-Slovakia, for one-half of Germany and more than one-half of China. Today the bell ringers stand expectantly by their ropes, awaiting to toll the knell of all China, of Finland, of Greece, of Austria, of France and of Italy. And that will not be the end.

The black evil shadow of the Kremlin is creeping further and further afield, blighting freedom as it goes.

Hitler was a fumbling amateur beside the men of the Politburo. In the long-run, he depended upon force to impose his will on other nations, not realizing that force seems to be the one thing which swings democracies into concerted action, which awakens their peoples and leads to those miracles of valor and of production that no dictator has yet been able to match.

I am convinced that Russia is determined today to impose her will on the other nations of the world. We were taught as soldiers that the means by which one nation enforces its demands upon another, is by war, but Stalin and his cohorts have found a far surer and a far better method. Most of those countries that I have mentioned succumbed, not through external force but through internal rot, the creeping paralysis of their own Fifth Columns. Russia today expects the democracies to fall into her net, one by one, through the machinations of her devoted followers within the boundaries of those countries.

● Followers of Communism "Are Fanatics"

Communism is a religion. Its followers are fanatics. And there is no more sly or cunning or ruthless enemy than a fanatic. Those of you who fought the First German Paratroop Division in Italy, or the S.S. Troops in France, know what I mean. There are few true Communists in Canada today. There are many more of what we might call fellow travellers, people for instance who think that Wallace will solve the problems of the world by holding out the right hand of fellowship to the Russian people. That is Mr. Wallace of the U.S.A., who made the statement a few weeks ago in a public speech in Wisconsin that "Like the Methodists and the Quakers, Communists want peace." Well, after seeing what has been going on in Czecho-Slovakia over the past month or so, I am rather inclined to agree with Mr. Wallace. I think that Communists do want peace. I also think that they are clever enough to realize that dead men cannot breed the peace. I agree with Lord Swindon of England, who made the statement that Mr. Wallace, in his opinion, was about as well equipped to deal with Communism as a rabbit was with a boa constrictor.

There are other men in our own country, men who by no stretch of the imagination can be called fellow travellers, learned and cultured men, such as the President of McGill University. He made the statement a short time ago in Vancouver that the people of Canada should make a determined effort to understand the Russians. Well, my God, gentlemen, what have we been doing the past three years except trying to understand the Russian people, and, indeed, to co-operate with them. It seems to me that the time has now come when we do understand them. and we should take steps accordingly.

(Continued on Page 75)

THE GERMAN SURRENDER

THE jolting "Monty" treatment that was given four haughty German officers seeking peace terms from the British Army in April, 1945, was described in amusing detail by former Lt.-Col. Trumbull Warren of Hamilton, Ont., Wednesday, January 26, 1949, to members of the Alberta United Services Institute.

Speaking at the Institute's annual meeting, on the subject of Field Marshal Viscount Montgomery and the German surrender, Col. Warren, who was Monty's personal assistant at the time, told of the carefully staged performance the general put on at this crowning moment of his career.



LT.-COL. TRUMBULL WARREN

"We were at Luneberg Heath at the time. Everyone knew how the war was going to end, but not when. Then word was received about four German officers of very high rank seeking a meeting."

Monty, who had been informed who the men were, had them stand in front of his caravan headquarters beneath a flagpole at attention for 25 minutes in the hot sun, before making a sauntering appearance. The Germans were then forced by custom to hold a salute for several minutes until Monty replied to it.

The four were Admiral Von Friedeburg, commander-in-chief of the German Navy; General Kinsel, Rear Admiral Wagner and Major Friedl—"a man with a wonderful physique and the cruelest face I have ever seen, who was really a spy for Keitel, the German commander."

● Montgomery Talks in Terms of Unconditional Surrender

When Von Friedeburg gave his name, Monty snapped, "I've never heard of you." When the major gave his name, Monty dressed him down and pretended to be furious at having with them a mere major in his presence.

Montgomery refused to talk with them except on terms of unconditional surrender and their complaints of bombing and starvation

were rebuffed with recollections by Monty of Coventry and starvation in occupied lands. The sumptuous meal treatment was also given the German officers.

The three admitted defeat, but could not surrender without the agreement of the major, who was Keitil's personal emissary. Monty then asked Warren to accompany the major back to German headquarters to obtain final permission of surrender, a nerve-wracking journey.

The four men signed the surrender documents in a hurry under Monty's guidance the next day. Four weeks later all four were dead, two by suicide and two by accident.

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PREPARATION FOR INVASION

Address by COL. R. E. A. MORTON, D.S.O., Area Commander,
Regina, before The Alberta United Services Institute, Friday,
April 16, 1948.

THE plan and preparation for the invasion of North-west Europe in June, 1944, is a vast subject to cover in a short account and one cannot but mention briefly some of the various points involved in that great undertaking. I will not attempt to give figures and statistics as the logistics of this operation reached staggering figures. My information is, I am afraid, largely personal as a result of what I myself saw and heard at the time or afterwards. As



COL. R. E. A. MORTON D.S.O.

I was only the C.O. of an armoured regiment, though one of the Canadian assault group, my view may not be from an enlightened level.

A good deal has been written and said already about the landing and thereafter but, so far as I can determine, too little is known about the great preparations necessary. The operation was a fine effort of organization and co-operation between the United Nations—the Americans, the British, the Canadians, the Free French, and the other enemy-occupied powers; between the three

fighting services, and last but by no means least, the various British Ministries—the Ministry of Supply, of War Transport, of Food, the Home Office, and others.

For four long years the British people had withstood the direct impact of a powerful enemy at their very doors. Their cities bombed, their vital life lines threatened continually, oppressed by war casualties, harried by war restrictions, worried by shortages, they still remained cheerful, went about their daily business and acted as hosts for a constantly increasing flood of boisterous, critical characters from over the seas. I think the steadfastness and worth of these people, and especially of their women folk, is sometimes overlooked by us Canadians.

● Heavy Strain Thrown on Civilian Population

From the summer of 1943, when active preparations really began, an increasing strain was thrown upon civilian resources—particularly in the south of England. As these steps approached

completion, it was well known that active enemy counterstrokes might be expected in the form of bombing, gas attack, etc.—probably along the coastal areas of the south.

Throughout, the greatest secrecy possible was preserved and the civilians, by this time security-conscious, responded well to the numerous necessary restrictions.

● Preparing a Force to Cross the English Channel.

Before discussing the plan and preparations I should like to consider the circumstances surrounding an invasion of Europe at this time. First of all the object was to prepare an army in the United Kingdom, transfer it across the channel, land on an enemy-held coast, and fight inland—if possible, into Germany.

Being an insular power on the fringes of a turbulent continent, Great Britain has had plenty of experience of amphibious operations; Henry V's landing at Harfleur in 1415, General Abercrombie's successful landing at Aboukir Bay in 1801, the Dardanelles in the First Great War, to mention a few. In the late war the forced landings at Dieppe, North Africa, Sicily, Anzio and Salerno, all contributed valuable experience in technique.

● The Situation in Europe in the Summer of 1943

Let us consider the prevailing situation in Europe in the summer of 1943, when detailed preparations really began. All Western Europe, with the exception of Switzerland and Sweden, were in enemy hands or infiltrated by the Germans. The occupied countries were reaching a serious situation. If a country can be occupied long enough by an enemy such as the Germans—pillaged, starved and oppressed, its economy shattered, ruled by soldiers and an efficient secret police and at the same time collaborators rewarded—eventually even underground resistance will fade away. If we wished to rescue Europe before it was too late, there was not much time.

We had terminated the North African campaign satisfactorily and were slogging successfully, but slowly, up Italy. The Russians had given an enemy a serious setback at Stalingrad and, despite heavy losses, were gradually forcing him back. Despite the stream of supplies and equipment flowing into north Russian ports, strenuous efforts were being made by Russia and her friends to force the British and Americans to open a "Second Front" at once. It might more properly have been called a "Sixth Front," had the Russians recognized others in Italy and the Far East. All in all, an invasion of Europe was necessary, and that as soon as possible.

● Systems of Defence Prepared Along the Coast

What of the "Festung Europa," as the Germans called their fortified coasts? From Denmark to Spain the system of defences

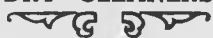
was generally the same, varying somewhat as to strength and topography. The coastal waters were heavily mined and further protected by light, fast M.T.B. patrols. The R.D.F. stations were numerous and efficient, and were tied in with the sea, air and land defences. At strategic places along the coast large calibre, long range guns were emplaced to command far out into the channel and fire also in enfilade; for example at Gris Nez, Boulogne, Le Havre and Cherbourg. On the coasts the enemy had been constructing and improving for three years his defences consisting of reinforced concrete, A/T and A/P mines, barb wire, pill boxes, and guns of all calibres. He had plenty of these, as all his numerous captured pieces and their ammunition were quite suitable in this static role. In places also, flame equipments were installed as well as the baby "Goliath" tanks. The degree of strength varied somewhat as to the importance of protection; from Denmark to Calais it was strongest, though natural topography aided him thence down the coast to Spain. Behind the coastal defences, numerous emplacements had been prepared for field guns and tanks and slit trenches had been dug to facilitate rapid occupation by field formations. The coast defences were held by third-rate troops, who proved stout enough, however, behind their concrete. In rear were placed semi-mobile second-rate divisions, generally the 400 series. As a mobile reserve behind them again, but much fewer in number, were first-rate Pz or S.S. Divisions; sometimes reformed or resting formations. While inferior in numbers to the Allies and on the defensive, the G.A.F. was still of good morale and a formidable enemy; especially in the early days until our fighters could become based upon the continent.

In November, 1943, Marshal Rommel carried out a thorough inspection of the defences throughout and recommended a considerable number of improvements; fortunately these were only partly carried out when the blow fell.

The Allied Intelligence was remarkably good throughout and was generally gained by air, agents, and the underground. Many brave men and women lost their lives in this dangerous but important task. I was much impressed, I remember, by the detailed informa-

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tion of the whole French Atlantic coast kept in the "Martian Room" of the British School of Military Intelligence at Cambridge when I attended a short course there early in 1944.

● Low Lying French Coast Easiest for Assault

After careful consideration it was finally decided that the best area to be assaulted was the low lying French coast between the mouth of the Orne River, in the Department of Calvados and the base of the Cotentin peninsula, on which was located Cherbourg. This locality filled to the best the above considerations, though even it had several disadvantages. The date was selected as the 5th, 6th or 7th June, 1944; after these days the advantages to be gained deteriorated rapidly. June 19 was the next suitable date, but it had no moon. This was a difficult stretch of coast by reason of tides, currents and submerged rocks, but the enemy thought so too. To further surprise him, it was decided to assault at dawn at high tide after the maximum application of fire power possible.

From a study of existing conditions and in the light of past experience of this type of operation, Field Marshal Montgomery decided that overwhelming and carefully co-ordinated fire power was to be the keynote of the assault. This fire was to be given by all assaulting and supporting arms and services before, during and after the landing. Destruction of defences and dislocation of headquarters, communications, and counter attacks. S.P. artillery fired coming in to the beach in their landing craft; special swimming tanks were designed and used to give the earliest possible support to the infantry after their landing; and specially equipped and trained engineers were to land early to surmount beach obstacles. The left flank of the British and the right of the U.S. Assault Divisions were to be protected by Airborne Troops. All three services were to play their part to the limit by delivering fire upon the enemy.

● The Navy Called Upon to Provide Necessary Protection

The Navy—firstly, protection throughout—during the period of training and concentration, crossing the channel, and thereafter. Maintenance of hards, docks and beaches (to high tide), and placing and maintenance of the specially prepared "Gooseberry" and, subsequently, of "Mulberry"; transport throughout the operation of material and personnel to the correct place on time; clearance of undersea mines, including channels throughout the enemy fields off the French coast immediately prior to landing; the preparation of charts, soundings and other intelligence within their sphere prior to the invasion; and, finally, bombardment of enemy defences on "D" Day as a part of a co-ordinated combined fire plan, to be followed by close support to landed troops thereafter. It is interesting to note that in our attack upon Carpiquet on July 5, the 8th Canadian Infantry Brigade Group had fire support from a R.N. 15" gun

Monitor some miles away at sea. Each of the three Assault Divisions of 1st British Corps had approximately the following Naval vessels detailed to them:

- (a) FOR ESCORT—Two "Hunt" Class Destroyers (smaller type, about 800 ton), two Frigates, three Sloops, three Corvettes, and six Anti-Submarine Trawlers.
- (b) FOR BOMBARDMENT—Four Cruisers, one 15" Gun Boat, nine "Fleet" type Destroyers (similar to the large "Tribal" Class), four "Hunt" Destroyers, also numerous Landing Craft—such as L.C. Support, L.C.T. (Rocket), L.C.T. (with a "Centaur" Tank aboard), L.C. Assault (with Mortars mounted), and others.

● Air Preparation for the Invasion Were Intensive

The air plan was a progressive one and great care was necessary to avoid any bombing or photography of the selected zone that might focus any attention upon it. Thus, if photos of calvados were required, it was necessary to take them elsewhere also, so neither pilots nor enemy would guess the locality of intended invasion. While the normal bomber offensive continued against Germany during the winter and spring of 1943-44, air preparations for the invasion were intensive. The plan for "D" Day included bombing of communications, road and rail centres, and headquarters prior to the landing, in zones gradually approaching the actual area; so that on "D"-minus-1 Day, targets 100 miles inland were attacked and just prior to landing, the actual beaches were bombed. As well, a constant air cover for the move and landing was required—to the best of Air's ability from United Kingdom-based aircraft. Fighter, rocket-equipped Typhoons, and medium bombers were all to be used; a total of approximately 6,000 aircraft of all types from the R.A.F., R.C.A.F., and U.S.A.C. were to be available and these, about 171 Squadrons of "Fighter" type A/C. Various exercises yielded useful experience as well as past landing operations. Briefly, the air plan envisaged the greatest possible concentration of bombing and fire, co-ordinated with the other two Services; in addition, as much air cover and air support as could be provided for embarkation areas, over the channel or on landing.

It was impossible to conceal from the enemy, for the length of time necessary, that an invasion was in preparation. It was essential, however, to prevent him learning any details of numbers, equipment, plans, and especially when and where. Moreover, it was intended that he should actively be deceived in this regard. Throughout all the preparations for the ten months previous to "D" Day great emphasis was placed upon security in a gradually increasing degree of severity. Air defence was built up over the South of England—both A.A. and Air Force. Field Security Police increased, civilians were checked, areas closed off, mail censored, travel curtailed, and from May onwards travel out of the United

(Continued on Page 36)

CANADIAN TROOPS IN BATTLE

THE Dieppe raid was classed as the most important single operation engaged in by the Canadian Army in the Second Great War, by Ross Munro, chief Canadian war correspondent and now staff writer at the Ottawa bureau of The Calgary Herald and associated Southam newspapers, when he addressed an overflow luncheon meeting of the Alberta United Services Institute at the Armouries, Wednesday, January 19, 1949, at noon. More than 200 members were in attendance.



ROSS MUNRO

Mr. Munro gave what he termed as "a balance sheet of the Canadian war effort." In placing the Dieppe raid as the leading operation he said he realized that the staging of that raid and the resulting benefits gained were and still are subjects of considerable controversy.

Mr. Munro took part in the Dieppe raid as a Canadian war correspondent and from his observations he was firmly convinced that it should never be called a defeat. Planning for the invasion of Europe was started as early as 1942 and the Dieppe raid was decided upon to test out the theory of seizing a single port as the first step in a major landing operation.

That operation showed the fallacy of trying to take a single port and so when the Normandy invasion was planned it was on the more extensive basis of taking the beach, knowing with the experience gained at Dieppe that the port would follow. The second lesson learned was the need of more intensive firepower in an operation of that kind.

The next operation in importance, and he didn't take into consideration Ortona or the Hitler and Gothic lines in Italy because he wasn't there, having been called back to England on another assignment, was the Normandy beach-head and the following Caen-Falaise operation.

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● Leading Part Played by Calgary Units.

He made special reference to the part taken by the 14th Army Tank Regt. at Dieppe and the Calgary Highlanders at Caen and in the Scheldt estuary engagement, the latter playing an important part in shortening the war.

The most spectacular big operations which he witnessed were D-Day landing operations at Normandy and the Rhine crossing.

The only Canadian operation which came close to failure was the Sicily landing. This was due to the weather and not to any military planning. However, it came off successfully largely because the expected German opposition did not develop.

Allan H. Turney, an officer in the Calgary 14th Army Tank Regt., who was taken prisoner at Dieppe, introduced the speaker, while Harry Francis, president of the Institute, presided and thanked Mr. Munro.

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THE NAVY IN CALGARY

By SUB-LIEUT. ANDY SNADDON.

CALGARY'S first Naval division was formed in 1923 and it was in the back room of a radio shop that the recruiting attestation took place.

In April of that year Commander (now Commodore) G. M. Hibbard, C.B.E., came to the city, gathered together a nucleus of ex-Naval personnel and "launched" a new ship.



COMMANDER JACKSON
O.B.E.

Lieut. Raymond Hinton was the commissioning commander officer who served during the First Great War in the R.C.N.V.R. Executive officer was Sub-Lieut. M. V. Chestnut, owner of the radio shop.

Recruiting started in the month of May and the training programme began practically at the same time. The training consisted of rudimentary instruction in marks of respect, ranks and rates and similar matters, and it was given in the hope of preventing the prairie sailors from looking too awkward when they arrived at Esquimalt for summer training.

As an indication of how far advanced Naval training was in Canada at the time it might be noted that the men going to Esquimalt were given instructions as to what street car to

take when they arrived in Victoria. "Ask the driver to let you off at Admiral's Road. When you get off carry on down the road until you come to the Royal Canadian Navy Barracks." No transports or similar niceties were provided for the early sailor.

In the fall of 1923 a former police station was obtained for the training of the Calgary division. About 20 ratings attended the first drills and spent most of their time helping the chief instructor install training gear.

No story of the Calgary Naval division would be complete without a tribute to the chief instructor of those days, Chief Petty Officer W. H. Mitchell.

● First Candidates Interviewed

In 1894 William Mitchell joined the R.N. and he served until 1919, winning the D.S.M. during the First Great War. He had service in a score of ships when he retired as a chief petty officer and came to Calgary in 1919. His services as instructor were obtained by the Calgary division in 1923 and he interviewed most of the first candidates for enlistment.

For 10 years he served in that capacity, retiring again in 1933 when he became chief instructor for the Sea Cadets. In 1940 he returned as an instructor, and hundreds of Calgary ratings remember with respect and genuine liking the man who gave them their first Naval instruction.

By 1930 the Calgary division was well equipped and provided a high standard of training. In 1933 one of the first ratings to enlist became commanding officer. Lieut. Reginald Jackson, now Commander Jackson, O.B.E., is still the commanding officer and continuously held the command except for sea duty during the war.

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The first decoration awarded to a member of the Calgary division was the Jubilee medal presented to Chief Motor Mechanic Ian Abercrombie in 1935.

● Naval Divisions Commence Mobilization

When Great Britain went to war, Naval divisions began to mobilize and Commander Jackson went on active service September 1, 1939. When Canada entered the war September 10, those who had enlisted were called up and the following day they left for Esquimalt. A large proportion of the men trained by the division, but who had dropped their training during the 16 years of the division's life, again enlisted.

The ground work of the 16 years was repaid in full as a literal flood of volunteers, many who had to be rejected, tried to enlist. The capacity was not great enough to handle them all.

In 1940 the division was moved to new quarters at 7th Avenue and 2nd Street West in the premises owned by George Lancaster, who paid for a remodelling of the building.

● War Period Commanders at Tecumseh

At this point Commander Jackson was called to East Coast duty and Lieut. (later Lieut.-Cmdr.) Roger de Winton took over command. All other officers of the ship's company at the outbreak of war had been posted elsewhere by this time. In January, 1942, Lieut. de Winton was succeeded by Lieut. H. D. Bulmer, who in turn was posted and replaced by Lieut.-Cmdr. D. R. Battels in 1943, under whose command it became known as H.M.C.S. Tecumseh.

The present 5½-acre modern training establishment was commissioned in 1945 and in 1946 the R.C.N.(R) was organized with Commander Jackson as commanding officer.

From September 3, 1939, to June 30, 1947, 4,506 officers and men enlisted at Tecumseh. This figure included 270 W.R.C.N.S. There were 43 killed on active, lost at sea or died of natural causes while in the service.

● Tecumseh Becomes Specialist Training Centre

At present Tecumseh is undergoing a period of transition for it has been selected as a specialist training centre in navigation direction and radar plotting. This calls for highly skilled men and a considerable amount of expensive equipment is being installed. It will be this fall or early in 1950 before the full facilities are developed for this training.

The development of Canada's Navy is typified by the expansion of Tecumseh. However, the men who serve today and go to the West Coast comparatively well trained for their training courses cannot surpass the enthusiasm of the men of 1923 who, by their keen interest and willingness, gave the prairie Navy its start.

THE CAMPAIGN IN BURMA

HIGH tribute to the support of the air force to the ground forces during the Burma campaign was paid by Capt. W. A. H. Law, G.S.O. 3, Western Command, in his address to the United Services Institute, Wednesday, February 26, 1948.

Capt. Law, a Calgary tank officer who was sent to Burma as an observer, told of his experiences on the eastern bastion of the Indian front.

He maintained that air support was the chief element of the success of the campaign in Burma.

During the 1944 period, Capt. Law said, there was more tonnage of supplies dropped in Burma than there were bombs on Europe.

The lesson of warfare which was fought in Burma was one which could be applied to any future conflict, Capt. Law said.

More than 30,000 troops were convoyed by air during the Burma campaign, mainly owing to the courage and perseverance of the Air Force, he said. Pilots and crews exceeded the ultimate in their efforts to bring supplies to ground forces.



CAPT. W. A. H. LAW G.S.O.

● Indian Head Hunters Support Allied Armies

Gen. Orde Wingate was the man who developed the idea of air supply, Capt. Law said. He outlined Wingate's intrusions into the interior on his raiding expeditions and stressed that the bearded guerrilla raider could never have survived if it hadn't been for air supply.

Capt. Law told of the Northern Indian head hunters who supported the allied armies, working behind the Japanese lines.

In Burma, he said, 10 per cent of the people were for the British and an equal number for the Japanese, while 80 per cent of the population didn't care to which government they paid taxes.

Of the more definite details of Burma fighting, Capt. Law said that disease was the troop's worst enemy.

Malaria, dysentery, and typhus were rampant, and there were 30,000 casualties from those diseases each month, much higher than the battle casualties.

He described the difficulty of evacuating casualties through the mud and battle-blocked channels of supply.

Always, the theatre suffered through a lack of priority of men and material because of the demands of the Mediterranean Campaign, he said.

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PREPARATION FOR INVASION (Continued from Page 28)

Kingdom to neutral Eire and Portugal was cancelled. Various new equipments, types of training and installations were more closely guarded than ever. For instance, it was impossible for me as C.O. of my regiment to enter one of my camps, where two of my squadrons were training with secret equipment, without a special pass. As "D" Day approached, many civilian police were drafted from elsewhere in Great Britain to the South to check security and assist in A.R.P., if necessary. Camouflage and concealment were more necessary than ever as troops moved into their concentration areas near the South Coast.

Various steps were taken to deceive the enemy. Wireless exercises were conducted with purposeful breaches of security. Construction was carried out at places not really required. Inflatable equipment, dummy guns, and ill-camouflaged camps were placed at the desired points. Enemy aircraft were permitted in to photograph and then allowed to get back to their bases. The general impression, which it was hoped to give the enemy regarding the intended point of attack, was from about Dieppe northward. Thus 2nd Canadian Corps, less 3rd Canadian Division, were moved east to Kent.

That the whole programme was an outstanding success was later proved by captured German documents. Right up to August the enemy was reluctant to weaken his strength in the Pas de Calais area, lest we carry out a landing in that area.

● Winston Churchill Displays His "Indomitable Spirit"

Soon after the evacuation of the B.E.F. from Dunkirk, Mr. Winston Churchill began preparations for an invasion of Europe. This was typical of the indomitable spirit of this great man and the eventual success attained owes much to his vision and courage. In 1940 "The Commandos" were first organized and trained for amphibious operations and a Combined Training Centre, staffed by Navy, Army,



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and Air Force was formed in the Highlands of Scotland under the command of Admiral Lord Louis Mountbatten. Construction and experimentation in all types of landing craft began and the tactics, technique, and organization of landing operations were studied.

Until 1943 the British Isles were really on the defensive, though a steady flow of units and reinforcements was proceeding overseas and new spheres of action were opening up. Operations were conducted in Abyssinia, North Africa, Greece, Burma, and the Far East, Madagascar and Italy. During this time, of course, Naval and Air commitments were tremendous. Despite these requirements, however, training in combined operations in the United Kingdom proceeded and numerous raids were carried out by the Commandos or the Army with close Naval and Air Force co-operation. Bruneval, Vaagso, and St. Nazaire were the better known; though many smaller ones were also carried out. All these actions, in addition to the larger landings already noted, provided valuable experience for the U.S. as well as ourselves.

In 1942, a small headquarters was unobtrusively organized in the Lowlands of Scotland, given a code name and told to begin the study and planning of the invasion of N.W.E. Beginning with a few British officers and Allied liaison officers, it later blossomed forth as headquarters of 21st Army Group under the command of General Sir Bernard Paget. Much credit should go to this officer and his staff for their early planning and organization, which must have made the subsequent task of Field Marshal Montgomery much easier, when he took command late in 1943.

Throughout a high degree of security was maintained.

● High Degree of Security Required in Plan Making

Obviously it is impossible to do more here than mention some of the thousand and one required. Special construction of bridges, docks, accommodation of all sorts, new service types of equipments, and the provision of existing types and their spares; improvement of communications—roads, rail and telephone; the provision of P.O.L., ammunition, stores and supplies of all sorts; the re-arrangement of civil defence, air defence and security services; development of coastal facilities—docks, hards, accommodation of personnel and stores, maintenance and repair resources; arrangements for the reception of evacuees and casualties. All preparations had to be made with a view to making all necessary arrangements to administer and train the steadily increasing forces in the United Kingdom, to have everything required readily able to be pushed rapidly over the channel, and finally to foresee and prepare resources that would be required in N.W.E.—such as bridges, pipe line, railway stores and equipment, and supplies for a liberated people. In all, a terrific strain upon a war-worn country and one so dependent upon overseas imports. As an example of effort in one small way, over 30,000

extra trains were run on British railways in 1944 to time and without major accidents. In truth, all a magnificent tribute to the spirit and organizational ability of the British people.

● Navy Builds Vast Fleet of Landing Ships and Craft

While maintaining the seas in Europe and East and their normal sea-going responsibilities, the Navy had to build up a vast fleet of landing ships and craft. This meant the construction of vessels; training and forming crews and groups; creating staffs; organizing repair, maintenance and accommodation facilities. Landing craft used in operations in the Mediterranean were brought home by sea, repaired and re-organized. The Admiralty was also responsible, with the appropriate Civil Branch, for the construction of hards, docks, floating concrete docks (the Mulberries), and other works. Special charts, soundings, and other coastal and channel information had to be collected and maps made. A steady succession of amphibious exercises in conjunction with the Army were carried out and at the same time these Naval "Forces" had to train and organize by themselves.

In addition to their active offensive against the enemy in N.W.E., which consumed so much of their available resources, the R.A.F. and R.C.A.F. had to make lively preparations for the coming invasion. New "Tactical Air Forces," designed to co-operate closely with ground forces, were formed. All concerned had to become mobile and capable of rapid transfer on land; this meant issue of vehicles, training of personnel, and a new technique modeled on the successful one in North Africa. New equipment—such as the Rocket-firing Typhoons—were developed. Emergency landing grounds were built near the South Coast of England, and much other construction was required. A constant series of sorties to secure information and photos of France were carried out and the results were of great assistance to the Command and in revising maps. The construction of the new V-1 "flying bomb" launching ramps in Northern France by the Germans created an unwelcome diversion of effort by the Air but was one which they could not disregard.

● Civil Agencies Aid in Vast Construction Undertakings

Many of the vast constructional requirements of the Army were undertaken by civil agencies in conjunction with the War Office. In this connection the work of the Pioneer Corps, comprising men of too low a medical category for front line service, was of great value; indeed this humble corps of the British Army did invaluable lines of communication work throughout the whole war.

The training was of a complex nature; normal training for those in the 21st Army Group proceeded, special training for the Assault Group was necessary, and specialized training for those issued with new equipment was required—such as "DD" Tanks and Assault Engineers. Reinforcements for overseas theatres of war were leaving

and new troops were pouring into the country—mostly U.S. Army—together with the 51st Highland Division, 7th Armoured Division ("The Desert Rats"), and the 50th Northumbrian Division from Italy—all veterans of North Africa. The landing operations required the formation of specially organized and trained "Beach Group" to assist the assault and follow-on troops. A gradually intensified system of air defence was necessary in the southern part of England and was generally provided by divisions who were designated to land later. As well, active steps to combat probable enemy reactions to invasion by bombing, gas attack, and even air borne landings were taken.

In the field of material, adequate quantities of fuel, food, stores, equipment and spares had to be accumulated, stored and readied for rapid transshipment across the channel. Thousands of spare vehicles—"A" and "B"—were required with the necessary spare parts. Waterproofing was a big undertaking, as it was considered that every vehicle required it. Each type needed a different technique and the least mistake might "drown" a valuable vehicle, with possibly disastrous results. In the final test of invasion 150,000 vehicles were waterproofed and of these less than two per thousand drowned and these in five-foot waves; the Canadian results showed three-quarters of one per cent loss.

● Combined Exercises Assist in Early Preparation

Various useful combined exercises were held in the winter of 1943-44, the names will be familiar to those who participated: "Illuminate," "Cordage," "Savvy," "Soda Mint," "Prank," "Trousers," and "Fabius 1, 2 and 3." "Trousers" was especially interesting as it included a sea voyage from Portsmouth area to Slapton Sands in South Devon of about the same mileage as the real thing. All these exercises were of value and much was learned by the troops and the staff. I remember that the above exercise, for example, brought out among other points the difficulty to landing troops on the big craters left by heavy bombers; so it was decided by Field Marshal Montgomery that a percentage should be burst on impact only or lighter bombs be used. "Fabius" introduced a large-scale landing side by side of 3rd British and 3rd Canadian Assault Divisions south of Chichester with a penetration inland; though we were working independently on this exercise.

Numerous difficulties and problems beset us during this period. I remember how, when we got our new and final issue of Sherman tanks for the two "DD" (secret equipment) squadrons, we had to "shoot in" the guns. But the problem was how to get them from Alverstoke to Lulworth ranges in secrecy in the time required and without tank transporters, which were not available. As usual, the Navy came to our aid; so we embarked on L.C.T. III, launched off

Studland Bay, swam in, covered them in hessian cloth and moved by side road to the ranges after dark. Then we had to piquet the whole area to keep possible prying eyes away; this proved necessary as the first shot blew off the hessian skirts and displayed the secret equipment. Throughout this arduous and important period of preparation the point that struck me so forcibly was the unvarying energy, cheerfulness, keenness, co-operation, and sense of security that everyone displayed.

The purpose of this article is to describe the plan and preparation for the invasion of Europe, but I think it advisable to outline the final preparations and some of the circumstances surrounding the departure of the Assault Troops immediately before "D" Day.

During the winter, the plan having been decided upon on a high level, briefing began by exercise "Gold Lace" in London; at this conference only Divisional and Brigade Commanders and their equivalent attended. The next step was Assault Division and Brigade Commanders planning; for 3rd Canadian Division and attached troops, this took place on the Isle of Wight amid the most closely-guarded secrecy. I think that it was towards the end of February, 1944, that Armoured Regiment and Infantry Battalion Commanders were put into the picture by their respective commanders. I well remember my excitement when I embarked at Lepe Hard for the Isle of Wight under orders to report to my Brigade Commander—then Brigadier N. A. Gianelli. The little boat with an engineer type of seaman and two Wrens for a crew bounced across the solent and landed me at Cowes dock. Thence I was conveyed to Planning Headquarters of 3rd Canadian Division by car and the excitement increased. After I had been introduced through close security and numerous guards I went into conference with my armoured brigadier. This was followed by more planning in consultation with the infantry brigadier of the Assault Group of which the Fort Garrys formed a part; in addition the three infantry battalion C.O's were conferred with.

After this briefing I was, of course, bound to secrecy and no further downward information was to be passed out at that time.

(Continued on Page 106)

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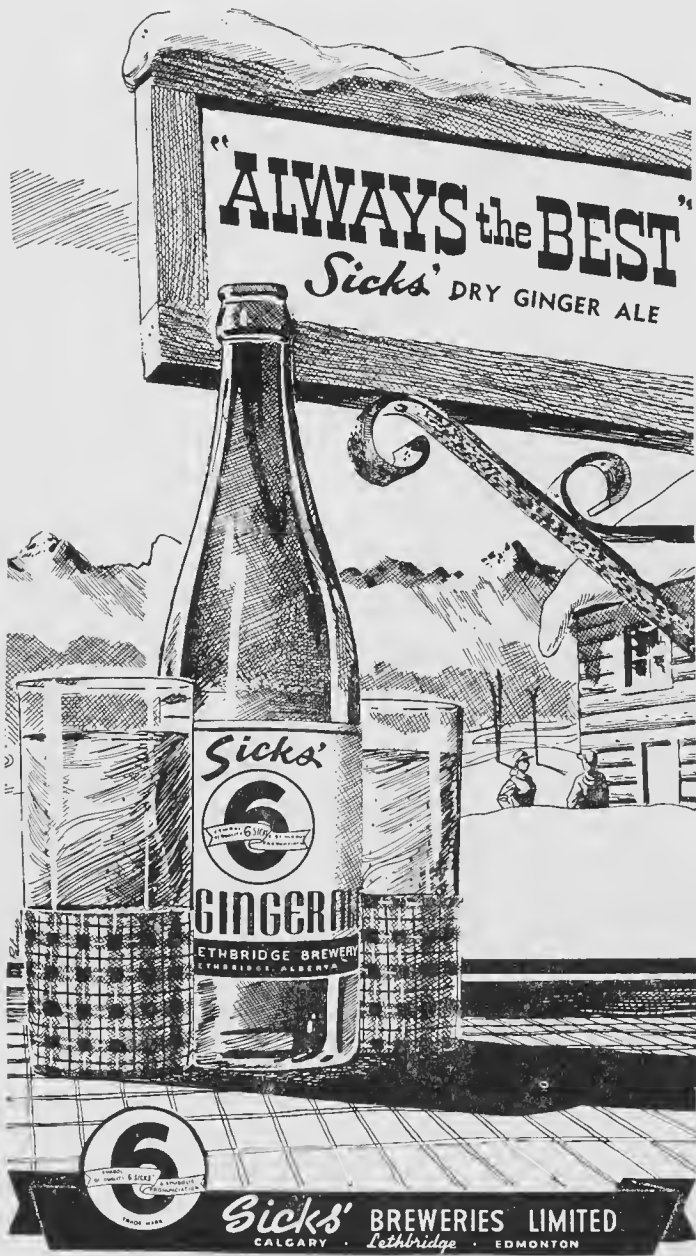
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THE ROLE OF THE ROYAL CANADIAN NAVY

Address by VICE-ADMIRAL H. T. W. GRANT, C.B.E., D.S.O., of the Royal Canadian Navy, at The Alberta United Services Institute, March 8, 1948.

ALTHOUGH the subject of this address deals with the present and future, a short historical review is useful.

During the forty years following Confederation, Canada had no Navy and did not wish to think of one. We were building railroads, opening up the hinterlands of the country, developing infant industries. The seas about us were broad and protective, and Britannia ruled them.



VICE-ADMIRAL H. T. W. GRANT,
C.B.E., D.S.O.

In the decade preceding the First World War, however, the German Navy embarked upon a great programme of shipbuilding. As the clatter of the dockyards in Kiel and Hamburg and Wilhelmshaven began to be heard in the capitals of the world a question grew in the minds of Canadian statesmen. What were the implications of this apparent attempt to rival British seapower? What would happen if Britain ever ceased to control the seaways to all the markets of the world?

The answers to those questions held so many ominous possibilities for Canada that in 1909 a resolution was passed in the House of Commons approving an expenditure for a Canadian Naval Service to co-operate closely with the Imperial Navy.

The years which followed this modest, not to say reluctant beginning, were characterized, from a naval standpoint, by a great deal of backing and filling. An ambitious bill introduced into Parliament by Sir Wilfred Laurier in 1910, provided for five cruisers and six destroyers, a Naval College and a Naval Board. The ships were to be built in Canada if possible; and in time of "crisis" might be placed at the disposal of the British Government.

With the passing of the bill, the Royal Canadian Navy first came into existence. The Royal Naval College was founded at

Halifax in 1911. Tenders were called for in Canada for the building of the new ships, and in the meantime, two old cruisers, "Niobe" and "Rainbow" were purchased from the British Government.

● Peak of the Naval Effort Prior to 1914

That was about the peak of our naval effort prior to 1914. The Laurier Government which had passed the Naval Service Act went out of power in 1911; the government which followed did not approve of the project of a Canadian Navy. The tenders for the new ships came in and grew yellow in the pigeonholes of the impecunious Naval Service; "Niobe" and "Rainbow" were allowed to become inactive; the personnel of the Navy reached and remained a grand total of three hundred and thirty-six officers and men.

Yet there was vitality even in that tiny nucleus. When war broke out in 1914, "Niobe" and "Rainbow" went back into service immediately, and the Naval force was augmented by two submarines. These were purchased by the Premier of British Columbia from the United States, built for Chile. It is true that "Rainbow" had practically no ammunition and the submarines had no torpedoes, a state of affairs brought about by the malady of no appropriations. Even so, these ships saw a great deal of salt water and captured a number of German merchantmen. "Niobe" in fact had the record, due to her station off New York. Other vessels acquired in various ways, did valuable service on escort and patrol duty. The personnel figure for the Royal Canadian Navy reached a total of six thousand officers and men; seventeen hundred Canadian reservists went on service with the Royal Navy, five hundred and eighty Probationary Flight Lieutenants were enrolled in the Royal Naval Air Services and some forty Surgeon-Lieutenants sailed from Canada to serve in British Naval craft.

After the war, the Navy was demobilized with a speed which now appears almost indecent. By 1922 we were back to a total of three hundred and sixty-six officers and men; the Naval College was closed. Pay was poor and there was no pension system. The Navy's prospects seemed black indeed.

In these lean years, however, the idea that we should continue some sort of Navy was pretty generally accepted. We had four minesweepers which gradually wore out during the years between 1922 and 1932; we acquired two destroyers from Britain in 1926; two more in 1931. In 1937 we built four minesweepers and a small training ship.

In large measure, interest in the Navy was kept alive through the Volunteer Reserve Divisions; in the summer our ships exercised in Canadian waters embarking Reserves for the necessary sea time, and each winter Canadian destroyers carried out tactical and strategic exercises in West Indian waters with ships of the Royal Navy.

● The Navy's Strength in 1939.

The years 1937 and 1938 saw some further turnover in our destroyer forces. Four of the older ships were decommissioned and replaced by new destroyers purchased from Britain. By 1939, in addition to the sweepers and a few lesser craft, the Navy consisted of six destroyers, "Saguenay," "Skeena," "Fraser," "St. Laurent," "Ottawa" and "Restigouche" and the personnel numbered 1774 officers and men, plus about 2,000 reserves.

On the outbreak of war in September, 1939, the Naval Staff in Ottawa, numbering seven all told, were faced with a grave decision. Should the few ships afloat be brought up to war complement and committed to battle on the trade routes off Great Britain, or should the operational ships be limited so as to retain sufficient qualified officers and men for the all-important function of training a Navy which, of necessity, must expand many fold. The first alternative was chosen in order to check an onslaught which threatened the life-lines of Great Britain. However, the drastic depletion of the training staff afloat and ashore was to have a severe effect on the efficiency of training over the next two years and was a staggering blow which, to the best of my knowledge, neither the Army nor Air Force were forced to accept.

Today, as most of you know, the Navy has an overall ceiling strength of 7,500 permanent officers and men and an authorized reserve of 5,000. The actual strength today is a little under these figures.

The fleet consists of one aircraft carrier, one cruiser, and six destroyers in commission, with the odd frigate and minesweeper to assist in training and for extraneous commitments such as weather ships.

In reserve is a second cruiser, five destroyers, a dozen minesweepers and two or three frigates.

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This reserve of ships is very small and bears absolutely no relation to our requirements in the event of war. At the end of the recent conflict, we had 348 anti-submarine escort vessels and never had sufficient for the work on hand.

● Larger Navy Would Require More Money

However, it is financially out of the question with our present estimates, to lay up in reserve large numbers of ships which sooner or later will be obsolete, which deteriorate very rapidly (particularly in the East), and which cost no less than \$100,000 each per year for the minimum of caretaking.

The composition of the post war fleet differs from its 1939 version in that we have graduated to aircraft carriers and cruisers. There are those who argue that two or three additional destroyers could be manned and operated for the price of one cruiser and that the latter's value against submarines would be much greater.

This is partially true, but at this stage the value of larger ships must be assessed in other ways. For one thing, they afford essential training for officers and men in equipment not installed in the smaller ships and provide seagoing experience to the more senior officers of every branch. Further, cruisers are eminently suitable for the elementary sea training of young officers and men whilst destroyers, with their limited space, are not.

In these days, while much greater emphasis is rightly being placed on the academic training of officers, it is as well to remember that seafaring is still a profession and it cannot be taught or learned solely in shore establishments.

I would emphasize the fact that whereas the Royal Navy was not always superior in equipment, it was nevertheless able to outfight its opponents in both Great Wars. This success must be attributable to morale and sea training and, in my opinion, it is essential to appreciate this fact.

● New Policy for Training Officers

This is one of the reasons, amongst many others, which influenced our present policy on the training of officers. As you know, we have a University Naval Training Division corresponding to the Army C.O.T.C. and from this source it is hoped to obtain technically trained officers.

The executive branch of the Navy, however, will require to learn their profession at an age which will keep them roughly in line with their brother officers in the Royal Navy and U.S. Navy and they will therefore be appointed to sea after two years at the Service Colleges. The Army and Air Force, as you know, have decided to retain their officers at R.M.C. or Royal Roads for the full four years.

(Continued on Page 88)

THE AUXILIARY SQUADRON

By F/O J. R. WALKER

THE year 1948 saw the formation of Calgary's long-awaited R.C.A.F. Auxiliary Squadron and the appointment of commanding officer of S/L W. A. Mostyn-Brown, A.F.C., Croix de Guerre, a member of this institute which had done so much toward the hastening of the squadron's early post-war formation.

The squadron, named in honor of the famed fighter unit of the Second Great War, the City of Calgary Wolf Squadron, No. 403, came into being, on paper at least, on October 15, 1948, as the result of a considerable amount of agitation by the Alberta United Services Institute, especially under the leadership of the organization's first Air Force president, Harry Francis.



S/L W. A. MOSTYN-BROWN
A.F.C.

No. 403 Squadron, which will be a fighter-bomber squadron using Harvard trainers and Vampire jet aircraft, is composed of two units, the support unit known as No. 9403 and the reserve unit. The former is the hard core of permanent officers and men around which the auxiliary group is formed.

The support unit began to arrive after October 15, its formation date, headed by S/L Andy Tilley, A.F.C., a pilot of long wartime experience on every type of aircraft. They

quickly set up headquarters in the Air Force recruiting centre and air cadet building at 1206 First Street East.

Due to the suddenness of the squadron's formation, a longer time than usual was necessary to outfit the sections and to place the unit on an operation basis. Applications from former officers and airmen were solicited by an Institute committee and the response was gratifying.

S/L Mostyn-Brown, a wartime R.A.F. transport pilot, was chosen as of January 1, 1949, and began the task of selecting his auxiliary "key men" and thus started the long careful search for the right personnel to fill the main squadron positions and then those to fill out the establishment quota. This latter process is still going on.

● Flying Training May Start This Fall

By the end of February the squadron began active organizing and the first interim lectures were started in April. The squadron had even obtained the use of a borrowed Harvard from No. 418 Auxiliary Squadron in Edmonton. Actual flying training was not expected to get under way until late in the year, when aircraft and more permanent personnel became available.

Under the keen eyes of S/L Tilley, the permanent force men have practically rebuilt 1206 First Street East. With paint and brush, hammer and wood, they have transformed the structure into a first-class training centre for the Calgarians who would fly and handle the squadron fleet.

The building now houses a spacious engine instruction room equipped with a dismantled jet engine as well as the conventional prop-driven types, an instrument and electrical section which is a pilot's and mechanic's dream—every instrument installed for operation, the gyro instrument sliced for actual manoeuvre inspection.

Lecture rooms for the study of navigation, meteorology and other aviation subjects were equipped, a signals section, an armaments room and administration offices were gradually arranged. A comfortable canteen and sergeants' mess were fixed up.

● Permanent Force Families Live at Airport

Up at the municipal airport, the squadron obtained the use of a number of buildings on the south side of the Edmonton trail which used to house No. 37 S.F.T.S. during the war, and about 19 permanent force families are now living at the field. One large hangar has been acquired for storing aircraft and for squadron crew rooms and maintenance staff quarters.

S/L Mostyn-Brown has already chosen his two flight commanders, S/L D. S. Robertson, D.F.C., and S/L Don Freeman, D.F.C., both Institute members. Also assisting him in the formative period are his chief engineer officer, S/L W. E. Jamison and F/O Jack Lamb, and his accountants officers, F/L Bill Stillwell, and F/O J. R. Wright.

● Reserve Unit Soon at Full Strength

There are now 40 men in the support unit, including F/L John Mackay, D.F.C. and Bar, acting adjutant and flying instructor, and F/L Jack Neff, engineering officer. The reserve unit, still a nucleus, has sufficient applicants for all its aircrew positions but still need more ground crew types, especially A.E.M's and A.F.M's.

Thus the City of Calgary squadron has overcome most of its teething troubles and is ready to set forth on the road of solid accomplishment along with its Naval and Army brethren. Calgary, like Edmonton, Saskatoon, Winnipeg and Vancouver, will now have an auxiliary Air Force squadron of which it can be proud, bearers of a proud record and ready to carry the insignia of the R.C.A.F. to greater heights in the future.

MORALE AND MEN

A HEART of steel for one's self, a heart of love for one's fellows and a heart aflame for one's country serves as a good prescription for civilian life as it did for the Canadians who served and died overseas, according to Lt.-Col. Gordon Jones, O.B.E., chaplain who saw service in Italy and France, and now minister of First Baptist Church here.



LT.-COL. J. GORDON JONES
O.B.E.

Col. Jones spoke Friday, March 19, 1948, at a meeting of the Alberta United Services Institute in the Garrison Officers' Mess. He told of experiences he and other chaplains had during the war in the work of morale building which they were called upon to do.

He said chaplains were a dime a dozen when he went over with the first ill-equipped Canadians in 1939 but toward the end of the war he saw commanding officers fighting to get chaplains for their units. He saw the raw Canadian troops moulded into men and he learned that morale was the basis for victory in the last war as it had been through history. The finished product of men he had seen at the end of the war resounded to the credit of Canada, he said.

● Army Chaplain Gives Outstanding Service Under Fire

He told of a chaplain who was not very good at preaching but who went into enemy territory alone and brought 12 men back to the lines after the stretcher bearers had been forced back. "Help me to take it," was the prayer the chaplain had breathed each time he had gone through the shell fire.

Col. Jones told how Viscount Montgomery's senior chaplain paid the Canadian troops a surprise visit near the Italian front and asked to lead a church parade. An Italian theatre and orchestra were pressed into service and an impressive Sunday morning parade arranged. But as the chaplains entered, the eager Italian orchestra

burst into a rendition of "Roll Out the Barrel." Soon after, Col. Jones added, the chaplain was sent back to corps as senior chaplain and never knew whether it was a promotion or punishment.

Another time in Italy a unit moved into a rest area and the chaplain found a church with everything for a full service except that the chalice was missing. He found out that on Saturday sports were being held and a "cup" was to be the prize in a donkey derby. Suspecting the worst he sought out the adjutant but got no satisfaction. He hired a donkey, won the derby and got the sacred vessel. Next day there was a full attendance at service.

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THE Garrison's Officers' Mess is operated by officers of Reserve Army Units which have headquarters at the Mewata Armouries.

It is conducted according to regulations governing all service messes and is controlled by a mess committee consisting of representatives of the various units. The president usually is appointed by the G.O.C. and in any event the appointment is subject to his approval.

The president now is Lt.-Col. Gordon W. Hanna, O.B.E., E.D., O.C. of the 19th Medium Regt., R.C.A. The secretary is selected from the committee and these duties presently are filled by Capt. J. A. Cook, a permanent R.C.A. officer. Capt. Len. A. Sleen is the mess manager and this appointment is made by the mess committee.

● Institute Headquarters at the Mess

Shortly after the formation of the Institute in the early 20's it was decided that one of the best methods of carrying out the primary

duty of the Institute—that of aiding the Militia (now of the Reserve Army)—was to have the Institute make its headquarters at the Mess. To further this the Institute provided sums of money at various times to assist in obtaining necessary furniture and furnishings and in addition it was decided that all officers of Units in the Garrison should automatically become members of the Institute and pay the Institute dues instead of dues to the mess.

It also was decided that all members of the Institute would be honorary members of the mess and would have all the privileges of the mess; the mess, however, would remain under the management of its officers, that is the officers of the Garrison.

In return the Institute was to pay to the mess part of the annual dues of all its members, the proportion to be by arrangement each year.

This happy arrangement, arrived at in the early days of the Institute, has carried on through the years without a single hitch. The Institute benefits by having club rooms very conveniently located in the Armouries to hold meetings and get-togethers—at very low cost. The officers of the Garrison benefit from the patronage of the large Institute membership which enables the Garrison to conduct a full-time mess and provide much greater facilities than would be possible otherwise.

● Mess in Very Capable Hands

Lt.-Col. Gordon W. Hanna, O.B.E., E.D., the president of the mess, is the commanding officer of the 19th Medium Regiment, R.C.A. He lived in Wetaskiwin and Cranbrook before making Calgary his home. He left Canada in January, 1940, with the 107th Field Battery, R.C.A., which later became part of the 8th Field Regiment, R.C.A., overseas. He served in Italy and North-west Europe in command of the 5th Medium Regiment, R.C.A., and on returning to Calgary joined the 19th Medium (Reserve) as second-in-command. He is manager of the Col. Belcher hospital.

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Capt. Len. A. Sleen, manager of the mess, enlisted as a private in January, 1940. He was commissioned in July, 1943, and was appointed messing officer for No. 13 District Depot in January, 1944. His record there as messing officer was outstanding when he was responsible for looking after the "inner man" at the officers', N.C.O's and Men's messes. As many as 2,500 officers and other ranks were provided meals three times a day.

He was appointed messing officer for M.D. 13 in February, 1946, and served in that position until January, 1947. After being with the War Assets Corporation for two months he was appointed to his present position.

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ALBERTA OIL — VITAL IN PEACE AND WAR

Address by LT. C. O. NICKLE, Alberta Oil Authority, before The Alberta United Services Institute, Friday, Nov. 5, 1948.

AS you are all aware, Alberta is now in the middle of an oil boom. Our own city is right in the heart of it. This Alberta boom is by far the greatest in Canadian history. In fact, Alberta has become one of the hottest and one of the brightest spots in the world-wide oil picture. The reasons are quite simple. Alberta has proven to the world that it is one of the best hopes for discovery of new national oil reserves. Whether the future lies in peace or war, the world needs petroleum in ever increasing quantities.



LIEUT. C. O. NICKLE

Before looking at Alberta's oil picture, let us look at the world picture. World-wide production has increased about 10 per cent the past year and should continue to increase, but it is barely keeping pace with the increased consumption of the post World War 2 market. The world appetite for petroleum products is ever increasing. So long as nations remain relatively peaceful, their overall appetite may grow upwards of 10 per cent a year. Last year the consumption was just over three billion barrels of oil. Right now it is running about 9.35 million barrels a day.

If the cold war between the Western powers and Communism should burst into a fighting war, the military requirements alone of the Anglo-American powers would be at least two million barrels a day. That two million barrels a day of oil (the estimate is from the U.S. Defence Department) would have to be obtained by very severely restricting our civilian consumption plus a very substantial increase in the total oil production. If war should come, the United States and Canada will see civilian oil rationing, and that rationing will be at least twice as tough as it was in World War 2 in the opinion of American military planners.

● Experience Shows Oil Reserves as Vital Necessity

It is a very sad fact that during the late war the United States literally burned itself out of production, literally burned itself short of oil in its efforts to supply the military needs of World War 2. The U.S. is not now in a position to supply the oil that would be needed for World War 3 if it comes, so because of that fact, more oil reserves are needed and needed urgently.

We have mentioned that world oil consumption in 1947 was just over three billion barrels. This year it is going to be about 3.4 billion barrels. In coming years it will be greater, even if our so-called peace continues. The world has proven oil reserves remaining of about 62 billion barrels, that is enough for about 20 years at the present rate of consumption. Assuming peace will continue, it is obvious that the world must continue to find new oil reserves at a faster and still faster pace to make up for the petroleum it consumes, and must also prepare itself for synthetics when the supply of natural crude oil is no longer available.

● Russia Has Command of Immense Oil Reserve

And what if war should come? The Communist world—and this is very unfortunate—could readily gain control of half of the world's oil reserves, and worse still, from our point of view, the half that Russia could take over would be that half which is best capable of very rapid expansion of production. The Anglo-American world could be sure of holding that half of oil reserves that would be unable, under existing conditions, to provide both normal and wartime needs. Europe, for instance, has proven oil reserves of about 8.3 billion barrels, but practically all of those reserves are located in Communist Russia and in Communist dominated nations. The Far East has proven reserves of about 1½ billion barrels, but these mostly are in countries where Communism is now dominant or is pressing very strongly for control. The Middle East has proven reserves of about 20 billion barrels, plus indicated reserves of about half that much again. The Middle East reserves are, incidentally, in by far the best shape for very rapid expansion of production. Anglo-American interests, as you probably know, are fast developing the Middle East reserves to ease the strain on the Americas in an effort to meet the needs of Western Europe. Some Middle East oil is already being shipped to the United States and Canada. The first shipments to Canada came in a few months ago. American military planners are urging increasing imports to the United States from the Middle East both for use now and for storage in the United States in the event of World War 3. Middle East oil is indeed a very vital factor in world affairs today. Communist Russia is in a far better position to seize the Middle East oil reserves than our side (if we can call it our side) is in a position to defend them. Seizure by Communism of the Middle East oil reserves would make the Americas and Europe almost entirely dependent on petroleum from North and South America.

The Americas and Western Europe, incidentally, consume about 83% of all the oil used in the world today. They currently produce about the same percentage, but they only possess about half of the world's proven reserves. The United States, the largest per capita consumer in the world, consumes and produces about 63% of the world's production. Currently the U.S. is handling about 5.5 million barrels a day, but this year, for the first time in its long history, the U.S. has become a net importer of oil; in other words, imports are now exceeding exports as the U.S. tries to balance demand with supply.

● Tremendous Consumption of Oil in Canada and U.S.

Canada last year consumed about 265 thousand barrels of oil a day, a figure representing a per capita consumption which is second only to the United States. This year consumption is running in Canada about 10% higher, but here is the rub—Canada is still dependent for about 90% of its oil needs on the United States and South America. So far as South America is concerned, that continent ranks next to the Middle East as a source of surplus oil supply for other parts of the world. South America is currently producing about 1.5 million barrels a day, and that production is roughly one million barrels a day beyond its needs. That surplus of one million barrels from South America is going into the United States, Canada and Western Europe. Venezuela, incidentally, accounts for about 87% of all South American production, so we are naturally very concerned with politics in that country.

Now, should the lush Middle East be cut off, the Americas and Western Europe would have to depend on production from North and South America. The combined oil reserves in these two continents are somewhere between 32 billion and 35 billion barrels, but the current demand is something like 2.7 billion barrels yearly. Now that means that whereas the world oil reserves are roughly



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equal to about 20 years' supply, at present rate of consumption, the West could be cut down to about 12 years' reserves by elimination of the Middle East.

Actually, comparison of reserves to consumption presents a rather misleading and optimistic picture. Consumption, of course, is still increasing; production of reserves follows a declining curve. As oil fields age, production rates are reduced by a drop in the pressures which drive oil from reservoirs to the surface. It will take a good many years more than the consumption to reserves ratios mentioned to actually get the oil out of the ground. In other words, we may have 12 years total reserves on the basis of present rate of consumption in North and South America and Western Europe, but in order to get that oil out of the ground it might actually take up to 30 years.

● Governments Concerned With Petroleum Production

Now what have all these figures and facts got to do with Canadian oil? They point out why oil men and governments are very greatly concerned with petroleum production and reserves, and why continued discovery of new oil reserves are vital to the human race in peace or war.

Until 21 months ago, Western Canada was generally regarded as a region which offered perhaps reasonable prospects of becoming a fairly important oil area, one which might take care of local needs, but 21 months ago nobody anticipated that Alberta or Western Canada could ever become an important factor in the world oil picture. Today Western Canada, and particularly Alberta, is one of the hottest areas in the world picture. The once very few believers that the plains and foothills of Western Canada could become one of the great oil producing regions have grown into a multitude.

● Alberta—The Centre of Canada's Oil Industry

Twenty-one months ago there was doubt that domestic fields could continue to supply even the petroleum needs of Alberta, the province which, perhaps you know, for a half century has been the seat of Canada's oil industry. Today there is assurance that the prairie provinces will be self-sufficient in a little over a year and there are very good grounds for belief that by the end of 1950 prairie oil will flow southward into the United States. Incidentally, prairie consumption is now about 65,000 barrels a day. We are now producing about 38,000 barrels a day, but oil men believe that by the end of next year we will have more than satisfied prairie needs, and will be in a position to export oil southward.

Twenty-one months ago oil men looked back on a slow and steady decline in exploration and development. Spending on oil in Alberta and the rest of Western Canada had dropped to less than

(Continued on Page 68)

Player's Please

PLAYER'S

NAVY CUT CIGARETTES "MILD"

Player's

NAVY CUT CIGARETTES "MILD"

PLAYER'S "MILD"

Player's Please

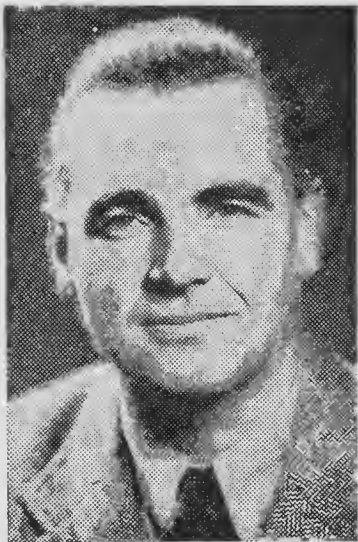
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UNIVERSAL MILITARY TRAINING

UNIVERSAL military training for Canada as "insurance for peace" was advocated by Harper Prowse, army M.L.A. and provincial Liberal leader, in a speech to the Alberta United Services Institute on Thursday, May 20th, 1948.

He suggested as a framework for such a scheme the calling up of all Canadians at the age of 18 for one year of military training, followed by four years of reserve training in the Army, Navy or Air Force for those physically fit, and civil defense training for those not fit for combat duty.



HARPER PROWSE M.L.A.

The former Army captain, twice wounded while serving overseas between 1939 and 1945, said that the men who had fought in the First and Second Great Wars had hoped that there would be peace. World conditions today were such that there was grave danger of a third world war. He blamed the failure of the United Nations on Russian use of the veto and Russian propaganda.

He read articles published in widely circulated magazines prior to 1939 which he thought misled the public as to the strength of Germany, the chances for peace and the weakness of democratic armed forces. This could happen

again, he warned. "One of our weaknesses is that we tend to believe what it pleases us to believe, rather than what we should face up to."

He said it was impossible for Canada, with only 13 million population to defend herself. There were two alternatives. One was to permit the United States to defend Canada and to do nothing to help. "I do not believe there is in Canada today any body of public opinion that would have Canada take such a parasitic path."

The other plan was to do the utmost to assume Canada's share of responsibility to achieve what two generations have fought and died for—liberty and peace.

● Every Able-Bodied Citizen Has Job to Do in Event of War.

"When it comes to the time to raise an Army, it is the responsibility of any and all governments to consider whether it is of sufficient importance to the safety and future of the nation to get involved in a war. If it is decided to go to war, every able-bodied person should be assigned the task they are best suited for.

"If there are reasons why this cannot be accepted then the nation does not have the right to call on some who have a conscience, to bear the responsibility of all."

He declared that talking to people from Quebec had convinced him that conscription from 1939 to 1945 would not have been feasible without damaging national unity. However, he was satisfied not "that the bridge had been crossed," and the people of Quebec would be more likely to consider another war their war than would some other citizens. "We are at present facing an emergency."

● Claim Made Voluntary System Had Failed to Provide Adequate Manpower

The voluntary system had failed to provide adequate manpower for the services immediately after the Second Great War, and the quotas had been reduced because of this. Universal military training or peace-time conscription could only be put into effect if the people could be convinced of the seriousness of the situation for "no government has the right to give the people something that is good for them, if they don't want it." This work of awakening the public could be done by groups such as the A.U.S.I.

He said the United States plan to form a 70-group Air Force would require conscription, and that Canada must go along with the United States. Taking a war effort as a whole, a volunteer system had no advantages over a system of universal military service by draft. I don't think any of us as Canadians feel we were superior to United States, British or German conscripted forces."

His suggestions for a possible system of universal military training were as follows:

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● One Year's Military Training Advocated at Age of 18

On each July 1, after the end of the school year all males who had reached the age of 18 would be required to report to recruiting centres. Medical, intelligence and aptitude tests could be given through the schools. No exemptions would be granted unless it was physically impossible to travel and no certificates from private physicians would be acceptable.

He estimated this would bring in 100,000 to 115,000 men a year. Of this roughly 40 to 50 per cent would probably be unfit for combat work. They could be given other jobs in the defense scheme.

All would train for one year, the first four months as basic training with some specialization in the next eight months. He admitted there would be difficulties to work in providing training suited to physical capabilities and in providing all types of training to all men but thought this could be worked out.

After the one year of service the men would return to civil life. Men fit for combat duty would serve four years in the reserve forces and receive specialized training. Men selected for Air Force training, for example, could receive flying training in this period. Men not fit for this training could receive training outside the reserve forces for jobs such as fire-fighting and civilian defense. In four years this plan would produce enough men for four combat divisions and adequately trained civilian defense.

● One Year—Five or Six—or Even Life

Parents might object to their sons losing one year of their life at the age of 18. "What do you think is fairer, asking men to give one year at 18 or perhaps at a later date to give five or six years or perhaps his life?"

The cost would amount, including active service forces, to \$550,000,000 a year he estimated. This was less than the cost of war.

There need be no moral problem. It could be a healthy life under healthy instructors. It would mix men of all status of life and permit them to better know their country and their countrymen. The discipline would be of value in civilian life. Educational training should also be included in the training programme.

"The price of peace is preparedness," he declared, and there are no cheap seats. If there was a war he thought democratic countries would win. But by the programme of preparedness war could be avoided. "Do you think Hitler would have been fool enough to start what he did if we had looked as if we were ready to do business in 1939?"

JAPAN'S ECONOMIC PROBLEMS

JAPAN'S economic problems could be solved by a renewal of its export trade with the food-rich countries "but with industry crippled and shipping non-existent, the problems are a long way from solution," said Brig. H. G. Nolan, C.B.E., K.C., M.C., when he delivered the Dominion Day (1938) address to the Canadian Club at the Palliser Hotel.



BRIG. H. G. NOLAN, C.B.E., K.C., M.C.

Harry Francis, past president, was in the chair in the absence of Frank R. Freeze, president, who was attending the Dominion convention of Canadian Clubs at St. John, N. B.

Today with its industry crippled and its mercantile marine having ceased to exist Japan is dependent on the United States for 15 per cent of all its food requirements," said Brig. Nolan, who returned to Calgary from Japan early this month. He was in the Canadian Army for eight years and spent the 2½ years in Japan as prosecutor for Canada at the trial of major war criminals in the Far East before the International Military Tribunal.

Brig. Nolan described Japan geographically and said that so widespread was the mountainous region that not more than one-eighth of the country could be cultivated. That was the big problem in Japan for the population exceeded 80,000,000 people because of the return of nationals from China, Korea and Manchuria and the armies from overseas. The population was increasing at a rate of 1,000,000 a year and in spite of intensive cultivation Japan for years had been unable to feed its people with home-grown products.

● The International Military Tribunal

He said the international military tribunal comprised of 11 judges representing the 11 nations signatory to the instrument of surrender. The prosecution section was also made up of representatives of the 11 nations.

It had been difficult to gather evidence because the war and navy ministries, by order of the Japanese government, had destroyed official documents after the surrender. However, the records of the Japanese foreign office had been discovered in caves and other hiding places and with the aid of these documents the indictment was drafted and the accused selected.

Charges were laid against 28 persons who had been prominent in public life or had high office in the Army and Navy during 1928-45 period covered by the indictment.

The Tribunal sat for 417 court days and 48,288 pages of evidence were transcribed and more than 5,000 exhibits were marked as more than 4,000 witnesses gave evidence. More than 1,100 persons were engaged in the trial of the Japanese war criminals.

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VISIT OF INDIA'S HIGH COMMISSIONER

SARDAR HARDIT SINGH MALIK, Indian high commissioner to Canada, at the Mewata Armouries, Tuesday, May 25, presented to the King's Own Calgary Regiment an Indian Mahratta warrior's sword in commemoration of the days when the Calgary's and the 1st Battalion Mahratta Light Infantry served together in Italy.

The presentation was made in the presence of Mayor J. C. Watson, Maj.-Gen. M. H. S. Penhale, commanding officer of Western Command, and Frank Freeze, president of the Canadian Club, which the Sardar addressed earlier.



SARDAR HARDIT SINGH MALIK

A reception was held for the Sardar in the Garrison Officers' mess, Mewata.

In addressing the officers of the mess, Sardar Malik said he hoped for growing co-operation between Canada and his newly created Dominion of India.

"There are a great many things in common with the two peoples. You, too, stand for decency and freedom.

"India welcomes the friendship of Canada, but treasures her own independence. India has always stood for peace yet, because the world knows of the teachings of Mahatma Gandhi and his teachings of non-violence, many people may think India cannot fight.

"India's faith has never been to provoke war, but always to defend our honor. We all here hope whole heartedly that there will be no war."

"Yet, if things come to such a pass it is inconceivable that people holding the same values of decency should not be on the same side."

● Sardar Malik Praises the Calgary Regiment

To the King's Own Regiment the Sardar paid the highest praise.

"This sword," he said, "is a tribute to the high esteem that the Calgary Regiment is held by my people."

The Sardar wore the white breeches and blue brass-buttoned jacket of the Indian Diplomatic Corps.

Accompanying him at the ceremony were his wife, Sardarni Malik, and his daughter, Harsimran, who are touring Western Canada with him.

Mayor Watson, before the presentation, spoke of the high honor that was being done the city by the presentation of the sword. Lt.-Col. C. A. Richardson, D.S.O., commanding officer of the regiment, expressed the thanks of the city and the regiment.

In front of a glass enclosed case, in which the sword was to rest, Sardar Malik delivered his message to the regiment and visiting public. He repeated that India and Canada must work together.

"The sword itself is nothing," the Sardar said. "But it is a symbol of what our men felt for you. Even more, it is a symbol of the high honor in which the Canadian Army is held by my people."

"It is symbolic of the men of both nations who laid down their lives fighting in the same cause, and of the bond and friendship that has been created between the two countries."

● 14th Tanks Meet 1st Mahrattas in Italy

Col. Richardson told of the meeting of the 14th with the 1st Mahrattas at Ortona in Italy. He outlined how, in spite of language difficulties, a close friendship and fighting co-operation had grown up between the two units.

The sword would be given an honored place in the Calgary's mess, he said. It exemplified the great friendship and respect the Calgary's had for the Indian unit.

Capt. R. F. B. Lafferty, formerly a member of the Mahrattas, told of the history of the unit from the time the East Indian Company raised it in 1887.

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Before the presentation, the Sardar, accompanied by Maj.-Gen. Penhale, Col. Richardson, Maj. Allan H. Turney, and Capt. Lafferty inspected the regiment.

Then, as the regimental band played Land of Hope and Glory the Indian diplomat returned to the flag-draped reviewing stand at the east side of the Armouries.

The regiment, under Capt. A. F. McIntosh marched by the stand as Sardar Malik took the salute.

After the march past members of the regiment were drawn up into a hollow square around a flag-draped table, bearing the handsome glass-sided case.

The sword presentation ceremony followed and after it, Col. Richardson placed the sword in the case.

At the conclusion of the parade many civilians who had witnessed the ceremony from the galleries inspected the Mahratta weapon.

● India's Role in Relations Between East and West

"India could play an important part in bringing about a readjustment in relations between the East and the West if she could retain her beliefs in things spiritual while maintaining her interest in progressive Western ideas," Sardar Malik said at a luncheon meeting in the Palliser Hotel, Tuesday.

The meeting was sponsored by the men's and women's Canadian Clubs of Calgary and the Knights of the Round Table.

"While the Indian government is seriously pre-occupied with many problems, it is proceeding with social legislation of a type which no previous government has dared to touch," he said.

It was now a criminal offence to practice untouchability and polygamy had been abolished. Another example of social reform was the new legislation which allowed women to inherit property.

He said that the government of India always had made it clear that the entire country was a secular state with full freedom of religion and worship. Many Moslems held high positions in the government of the Dominion of India, but there was no security for a non-Moslem living in Pakistan.

"We all hope and pray that our mutual defence and economic needs will solve our present difficulties with Pakistan. The assassination of Mahatma Ghandi had aided immeasurably to end the communal warfare between the two dominions," he said.

Sardar Malik paid tribute to the sympathy and understanding with which Great Britain had assented to the national aspirations of the Indian people, and said that Lord and Lady Mountbatten "had won the hearts of the people by their very real acts of patriotism both to India and to Great Britain."

ARCTIC WARFARE

THE essential elements of survival in the Arctic are those used by the Eskimo for a thousand years, but for the modern fighting soldier, individual initiative and ability are the criterion of fighting effectiveness, according to Brig. W. J. Megill, D.S.O., deputy chief of general staff who addressed the United Services Institute at Mewata Barracks, Monday, June 7, 1948.



BRIG. W. J. MEGILL, D.S.O.

Brig. Megill, here on a Western tour from Ottawa, outlined developments in Arctic warfare as far as Canadian Army research is concerned.

Clothing, he stressed, was of vital importance to the Arctic soldier, and the Army had abandoned the Eskimo idea of protection to adopt one along the lines of Army research results. This was a draught controlling protection which kept the man's body at cool temperature, but didn't permit freezing.

Troops under Arctic warfare training had to be trained to wear the equipment, and to live in colder than normal temperatures, but the clothing was the most effective cold weather gear yet developed, he said.

● Problems of Weapon Operation

Chief problems of weapon operation in the North were driving snow and high wind velocities, the brigadier stated. These were being defeated by re-designing weapons. In the main, however, most standard fighting weapons in the Canadian Army had proved just as effective, with proper lubrication, as they had in more temperate areas.

The question of food was vitally important. Every soldier in Arctic warfare required 5,000 calories a day to keep up his resistance and his energy. The Eskimo, used to living in the country, approached that number with his great absorption of fats.

Troops were unable to digest such fats, however, and must over a period of time, be trained to do something like it. In the meantime,

Arctic rations were being worked out on a scale which would provide the highest calory content, with the least weight and bulk.

Experience had proved, the brigadier said, that the only feasible warfare in the Arctic would be air-supported war. To that end all armour and ground supplies would have to be designed.

Secret of military operations in the Arctic is essentially stiff application of discipline. To that end a very high standard must be maintained among junior soldiers, such as section N.C.O's, Brig. Megill declared.

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ALBERTA OIL—(Continued from Page 56)

\$1,000,000.00 a month. Today there is over \$4,000,000.00 a month being spent in the search for and development of oil fields; 98% of that is being spent in Alberta. Next year there is every reason to expect that spendings in Alberta alone will run at least \$100,000,00.

Twenty-one months ago the roster of active Western Canadian oil explorers included a comparatively small number of our own Canadian companies backed mostly by people like you and me, and a few major oil concerns. During the past twenty-one months, there has been a steady and increasing influx of major American companies and companies which operate on a world-wide scale. Today we have not only an increase in the number of our own Canadian companies exploring and developing, but virtually every major oil company in the world is now active in Alberta, and the great majority of the larger independent companies in the United States have come in during the last year. Incidentally, I might mention that tomorrow the Calgary Herald will be announcing the entry of a famed American oil explorer, a man who, during the past 35 years, earned a reputation as the world's most fabulous oil wildcatter. I refer to Mike Benedum. Mike Benedum, those of you who read Life Magazine will recall, made the United States' biggest oil discovery in 1948 in Western Texas. He is coming into Alberta on a half million acre programme in the northern part of the province. His partner will be, incidentally, a company organized in Calgary, financed in Calgary and headed by Calgaryans. The secretary of the company happens to be here.

● **Leduc Discovery Well Set Off Hunt for Oil in Alberta**

The spark that set off this oil boom came February 13, 1947. That was the day that Imperial Oil brought in their Leduc Discovery well. The well kicked off with something like 1,000 barrels a day production. The course of world history was perhaps changed by that event for it did cause a re-vamping of world thinking on sources of supply of a natural resource which ranks, as you know, increasingly large in both peacetime and wartime economy. At the beginning of 1947 Western Canadian drilling had reached a several-year low, with only 20 rigs running in the province. Only half of those, or ten, were working on exploratory drilling. By the beginning of this year there were 50 drilling rigs running. At the present time there are over 80 rigs running; all but two are operating in Alberta. By the end of this year, the number of drilling rigs will likely approach 100.

Today there are about 62 geophysical parties surveying the West in search of structural conditions warranting exploratory drilling. The number of geophysical parties is expected to further increase. The figures of 62 parties today compares with 22 parties last year, only 15 parties in 1946 and 1945, in other words, a better than 400% increase in geophysical work.

● Millions of Acres of Oil and Gas Rights Held Under Lease

Today in Alberta there are more than 44 million acres of oil and gas rights held under lease or reservation, and being actively explored. In Saskatchewan leases and reservations exceed about six million acres. In North-eastern British Columbia and South-western Manitoba there is another four million acres being worked, so today the West has a 54 million acre oil play. That is far in extent of anything in our past history, but as yet there is only a fraction of the potential oil lands in the West being explored. This map, incidentally, shows in color the lands now held under reservation or lease in Alberta. As you can see from it, the play extends from the Montana border north for over 600 miles. The play extends for 400 miles from border to border in B.C. and Saskatchewan, and while a good part of the excitement today is concentrated in the Edmonton area where Leduc and Red Water have been found, the exploration is virtually province-wide, and that whole territory can be considered as good prospecting country and could quite conceivably anywhere in Alberta, give the kind of field that was found here at Leduc or Turner Valley, Red Water and Pincher Creek.

The results of this exploration and development programme in Alberta are reflected in mounting production and revenue. At the beginning of last year, Prairie Province oil production was just over 18,000 barrels a day. Back in 1942 it was 30,000 barrels a day. That was when Turner Valley hit its peak, and, of course, Turner Valley began to decline in that year and has been declining slowly ever since. By the beginning of 1948 production had climbed from 18,000 barrels a day to about 25,000. By August of this year, production was over 38,000 barrels a day. There is reason to expect that 1948 production in Western Canada, and that, of course, comes something like 95% to 97% from Alberta, will be over 12,000,000 barrels. Last year the figure was something like 7.4 million barrels.

In August sales of oil brought in an all-time revenue peak. There was over \$3,500,000.00 back out of production in that month. During last year, 1947, the gross revenue from oil production was about 18.6 million dollars. There is good reason to expect that revenue this year will exceed \$36,000,000.00, virtually double 1947. That is just the beginning.

● Development of Turner Valley Into Major Crude Oil Field

The Western Canadian oil picture just prior to the Leduc Discovery was beginning to fade. There was one major oil and gas field, Turner Valley, which had been found in the Alberta foothills near Calgary. Pioneer Calgarians found oil in shallow sands back in 1914. In 1924 the underlying Madison limestone was tapped and Turner Valley entered its first great phase as a gas distillate field. In 1936, Bob Brown and Calgary associates discovered crude

● Major Companies Become Interested in Alberta Development

On the plains, with special emphasis on Southern Alberta, the California Standard Company, Imperial Oil, McColl Frontenac and a good many independents, launched an exploration programme. California Standard tapped the first Devonian production, and Devonian, as you know, is the formation which gave Leduc and Red Water. California Standard's Devonian field was about 95 miles east of Calgary at Princess. Unfortunately that particular Devonian field was very small; Standard wound up with five wells, a mile long strip, but the field was only a mile long and a quarter of a mile wide. They drilled several dry holes around it. In Southern Alberta, Standard was also lucky; they found a fairly sizeable oil pool at Conrad; they found two small oil pools at Taber. The same company, in association with independents, opened two Madison limestone oil pools, both small, near Princess. They also developed very large natural gas reserves in that area. Those gas reserves, like Jumping Pound, are shut in awaiting a market.

All these developments, while quite encouraging, incline many an oil man to discount the oil possibilities of the Canadian plains and foothills. The oil found outside of Turner Valley was pretty much a teaser rather than a commercial proposition of anything more than local interest. In any case, by 1945 some of the larger oil companies were giving very serious consideration to the synthesis of natural gas as a means of supplying the oil needs of Western Canada. While plains oil returns up to that time had been quite disappointing, several large natural gas reserves had been found and, in addition to that, gas in considerable volume at a good many wildcat wells drilled for oil. Those wells were abandoned for lack of a market for natural gas. In any case, with the idea of synthetic gasoline in mind, a number of companies began looking expressly for natural gas. Imperial Oil was very successful. They turned two small gas fields in Central Alberta, Viking-Kinsella, a field covering about 50,000 acres, into a field covering over 300,000 acres in a single gas pool. McColl-Frontenac and Union Oil of California did the same thing in the south-east corner of Alberta. They have developed in that area four gas fields to date with reserves running into several hundred billion cubic feet of gas. In any case, by the beginning of 1947 the oil industry, as most of us know, was in the doldrums. Drilling activity was down to about 20 rigs. At that time came Leduc, and, of course, the industry was rejuvenated. Imperial Oil, at the time of the Leduc discovery, had spent about \$23,000,000 on exploration of Western Canada. They punched the Leduc No. 1 on what was then completely virgin country about 20 miles south-west of Edmonton. The well was located on a seismograph anomaly just as a good many other wildcats had been staged in the past. Like many other previous wildcat, the Imperial Leduc No. 1 found some shows of oil and gas plus water at the top of the Devonian. Prior to Leduc, the majority of wells which found water, even though accompanied by some oil and gas at the top of the Devonian, had quit.

(Continued on Page 96)

EARLY DAYS IN ALBERTA

THE days when whisky smuggling was an art, the farm fence was unknown and a man was a man when he received his first high-heeled boots, were recalled for members of the Alberta United Services Institute Friday, October 1, 1948, by Hon. W. C. Ives, K.C., former chief justice in Alberta.

Relating the story of his early years in the "territory," the speaker regaled his audience with tales of the colorful figures of the period and of the rugged life they lived.



HON. W. C. IVES, K.C.

Coming west in 1880 from his home in Compton, Que., "birthplace of Hon. Louis St. Laurent and Sen. Cochrane," Mr. Ives, his mother and sister came by boat from Bismark to Fort Benton, en route encountering a herd of 1,000 buffalo steaks for dinner—were they tough!

On the wagon trail to Macleod, the speaker said he saw nothing but antelope, beautiful grass and lots of water—and "I've always thought in the dry days if we'd only have kept the grass, we'd have kept the lakes, but we used up the grass."

In Macleod at the age of seven, "Billy" Ives, as he was known then, had his first Sullivan saddle and learned that the most important insti-

tutions in the area were the N.W.M.P. and I. G. Baker & Company with their officials, Col. Macleod and D. W. Davis.

The regular procedure in this vast country with its few hundred settlers when the police patrol came along, was to find out what they wanted. If the "Redcoats" were looking for horse thieves, the squatter would show off his horses, put up the mountie's horse and prepare him a meal. If it was whisky smugglers they wanted, the mountie would have to put up his own horse while the squatter "got some coffee"—that is, hid the still.

● When Whisky Smuggling Was an Art

Whisky smugglers, usually well-known characters, used to smuggle their "five gallon kegs of Montana rot-gut" in and cache it near Macleod while they reconnoitered. The story was told of how Col. Macleod, accompanied by several of his "other ranks," happened on one of these caches, investigated the contents personally and, denying all round that it could possibly be whisky, finished off the keg.

The I. G. Baker concern was "a great outfit and did a fine job; their bull trains providing anything needed in Southern Alberta." It was a subsidiary of the Conrad Cattle Company of Montana.

"Every six months, the ranchers would come in from miles around to get their tea, coffee, sugar, bacon, flour, overalls and underwear, charging it all to their accounts. Whenever they got some three-year-old steers—no matter what quality, so long as it was three-year-olds—they would be paid \$40.00 a head, the circle would be branded on it, and the animals would become Circle Conrad cattle ready for shipping to Montana."

● Alberta's First Big Herd of Cattle

He recalled the days when the first big herd of cattle, 6,000 head, came into the country for the Cochrane ranch in 1882 and the tragic mishandling that resulted in thousands dying over the winter.

"At 12 I received my first chaps, and at 14 I got my first high-heeled boots. I had to leave home then and worked as a cowhand for \$40.00 a month, and beans. I still go every year to a ranch near Lethbridge, and I can still "heel" the calves with a rope as fast as I ever did."

In 1890, he helped bring 300 head of steers to Calgary in an experiment in which the cattle were to be killed, frozen and shipped to England direct from Calgary. Fence wire had come into existence then, and the cattle were continually dragging up yards of the wire as they passed irate farmers' residences.

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MAJOR-GENERAL M. H. PENHALE, C.B.E., INSPECTS GUARD OF HONOR

Major-General M. H. S. Penhale, C.B.E., general officer commanding Western Army Command is shown above inspecting the guard of honor previous to the Vimy Dinner, Friday, April 2, 1948, at the Palliser Hotel. The guard of honor was provided by Lord Strathcona's Horse (R.C.) Cadets Alberta United Services Institute Squadron, and was commanded by Cadet Major David Lynch. The band of the 14th Armoured Regt. (King's Own Calgary Regt.) was in attendance during the inspection and the dinner.

COMMUNIST PARTY—(Continued from Page 21)

In most of those countries that I have mentioned, Communists were in minority, but by clever manipulation they worked themselves into positions of trust, and when the time came for the coup, overnight free men became slaves.

● The Situation in Canada Reviewed

And what is the position in Canada today. Might I refer to my own Province of British Columbia. There, we have three great industries—lumbering, mining and fishing. In addition, we are building up quite a heavy industry. During the war, we built and repaired many ocean-going vessels and many of those shipyards are still operating. Out of the Port of Vancouver to the Seven Seas of the world, there steams a very considerable merchant fleet under the flag of Canada. Well, the Lumber Workers' Union is Communist-controlled; the Miners' Union is Communist-controlled; the Fishermen's Union is Communist-controlled; the Boilermakers' Union in heavy industry is Communist-controlled; the Shipyard Workers' Union is Communist-controlled; the Seamen's Union is Communist-controlled. I need not tell an audience such as this the great importance of each one of those industries in the event of a shooting war. Today in British Columbia, more than fifty-thousand workmen are enrolled in Communist-dominated unions.

And what of the leadership that these men are getting. I think a good example in the head of the Mine, Mill and Smelter Workers' Union in the Province of British Columbia, Harvey Murphy. Mr. Murphy was born in Poland, and I can assure you that at the time of his birth his name was not "Murphy." It was Chernikowsky. He prostituted the name "Murphy" after he got to Canada. Mr. Chernikowsky is a member of the Executive of the Labor-Progressive Party, which, as you know, is the Communist Party in Canada. In 1939, he was interned for opposing the war effort. That was before Russia entered the war. After Russia entered the war, he became a patriot and was released. Mr. Hladun, an ex-Communist, whose articles you may have read in Maclean's Magazine, states that he and Chernikowsky studied at the Lenin Institute in Moscow, and that their studies included everything from how to control a trade union, to how to lead street fighting and to manufacture crude bombs.

● Committee Skilled in Gaining Control of Unions

The majority of the men in those Communist-dominated unions are not Communists. But the Communists are skilled in gaining control of a union. They are well versed in Parliamentary debate and Parliamentary procedure, and, if necessary, they will delay the business of a meeting with quibbling over technicalities until the decent men have got tired and gone home, they then pass such resolutions as they may wish. They are tireless workers. They will take on any thankless task and do it well. Furthermore, they are clever enough to do what they can for the members of the unions.

They do not scruple to call illegal strikes, to arrange for illegal picketing and to countenance illegal acts on the picket line, and you know and I know how many times in the recent past that our law enforcement officials have turned a blind eye to such proceedings.

It seems to me, Mr. Chairman, that if we permit one section of our population to think that they can break the law with impunity, and indeed, make a gain out of doing so, then the time will eventually come when we have to put a stop to such practices, and when that time comes there may be bloodshed, and if there is bloodshed, then I say that every drop of that blood lies at the doors of those law enforcement officials who failed in their duty when those illegal acts first started.

There is another danger in this situation. The decent law-abiding union member sees Communist-dominated unions obtaining benefits that he has not got and he is tempted at the next union election to cast his ballot for a Communist. He realizes that under Communism there are no trade unions and no strikes, but he thinks that he can get rid of the Communist in due course after he has served his ends. He does not realize that every party in Europe that has co-operated with Communists has, sooner or later, been swallowed up by Communists.

● Danger of Communist Leadership Being Realized

Over the border, the working man is beginning to realize the dangers of Communistic leadership. He realizes that world events are rushing ahead and that the dark shadow of world Communism is not far away. But, here in Canada, we allow these Fifth Columnists, these traitors, to go freely about their work of destruction. We allow them to call illegal strikes, to arrange for illegal picketing, to countenance illegal acts on the picket line, and we turn a blind eye. Across the line, they have enacted the Taft-Hartley Law. All the provisions of that Act have been separately approved

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by the majority of American labor. But, because parts of that Act are specifically aimed at Communists, the Communists have started a clever vilification campaign against it, and it is in bad odor with American labor. Nevertheless, it is in force and is having its effect.

I suggest to you gentlemen that the time has come in Canada when we should place on our statute books some such legislation as the anti-Communist measures of the Taft-Hartley Act. We are at war. A different type of war than we have even seen before. The same internal rot that has brought down so many countries in Europe is in operation full blast in Canada today.

● Suggest Communist Party Be Banned in Canada

I am suggesting to you that the Communist Party be banned in Canada; that Communists should be forbidden to take office in Labor Union; that Communists should be banned from the Civil Service and from other positions of trust in Canada. People tell us that it is a negation of democracy to take any such steps against the Communist Party. When was it democracy to allow rats to poison a population with bubonic plague. When was it democracy to allow traitors, worshipping and working for a foreign power, to go freely about their work of destruction in this Canada of ours. When was it democracy to allow foreign-born, who have been admitted to the freedoms and privileges of this Canada, to endeavor to tear down those things which you and I and our forebearers have built up with sweat and defended with blood. You will find the loudest mouths against any such policy belong to Communists, and if you will look closely you will see a tongue in every cheek.

Other people tell us that we should not drive the Communists underground. I can only say: "Nonsense!" There are law enforcement bodies in this country charged with a duty of ferreting out enemies to the state. Furthermore, I can assure you that the men who set policy and direct policy for the Communists in Canada are, in the main, not known to you and not known to me. The loud-mouthed labor-leader is not always the highest man in the ranks of his party.

Let us look again for the moment at the broader picture. I have said that Russia neither expects nor desires war. But she does expect the Communists of the democratic countries to be aided by the same spineless attitude, the same desperate endeavours to avoid war as were so evident in the years before 1914 and 1939.

● Lack of Armaments on One Side Leads to War

We are given many causes of war. We are told that armaments caused war. Well, what is the record in our own lifetimes. In 1914, the British Empire was disarmed except for the British Navy. In 1939, it took us more than three years before we even started to receive the weapons which put us on something of an equal basis with the enemy.

It is not armaments that cause war. It is lack of armaments on one side that leads to war. Other people tell us that wars are economic, that it is merely one country or a group of countries endeavouring to expand their world trade by this means.

Again, what is the record in our own lifetimes. In 1914 and 1939, Germany was doing very well in world trade. She had no need for war. One of the main causes of war is one man or one group of power-crazed men who are determined to inflict their own nationalistic or ideological ideas on the rest of the world. The spineless attitude on the part of the democracies, these endeavours to avoid war, our position of apologetic appeasement, have directly aided such men twice in our lifetime.

I am suggesting to you that the steps which I advocate are steps away from a shooting war and not towards a shooting war. I feel that a strong attitude on the part of the democracies is our best insurance against war. And the first steps we should take are the steps that I suggest in connection with the Communist Party. It seems all too clear that any such move must come from our people and not from Ottawa. It is true that in the last few weeks we have banned known Communists from entering Canada. But that is a new step and there is no sign that any of the other measures I advocate are to be taken.

● Act Now — Tomorrow May be Too Late

It seems to me that if the Legion, the United Services Institutes, the Board of Trade, the Service Clubs and other such bodies would circulate a petition asking that the Communist Party be banned in Canada and that these other steps I advocate be taken, it will gain hundreds of thousands, aye, millions of signatures, and those signatures would have more effect on vote-conscious Ottawa than any number of resolutions passed here and there about the country. Now is the time to act—tomorrow may be too late.

I cannot over-emphasize that these steps I advocate are, in my opinion, an insurance against war. If our attitude of apologetic appeasement led us directly into the two greatest wars of our history, then now let us adopt an attitude of strength. For once, let us learn the lessons of the past. For once, let us make a move before we are actually attacked. For once, let the democracies make it clear to an aggressor that one more act of aggression will lead to war and that if we go to war, we go with our last man and our last dollar.

If we refuse at this time to take any such steps, if we insist on following the same path that led us directly into the two greatest wars in history, then some day, impossible as it may seem to you now, you may see these Communists in our midst, pointing to a crucified Canada and jeering: "She saved others, herself she could not save."

EUROPE TODAY

THE shape of things to come is in the making in Paris this week. One philosophy, one theory, which we have embodied in the United Nations as the belief that international disputes can be settled by discussion, conciliation and mediation is in grave danger of collapsing under our eyes. In Paris this week we shall see if the U.N. will bear up to its test."

With these words, A. S. R. Tweedie, M.A., assistant professor of extension at the University of Alberta, and a student of international affairs, concluded his remarks on "Europe Today" to 100 members of the United Services Institute meeting in Mewata Officers' Mess, Tuesday, October 13, 1948.

Professor Tweedie charged in his speech that Russia had consistently followed a policy of "calculation duplicity" in her dealings with the Western nations, with Stalin promising the Big Three one thing, while conflicting orders were despatched from the Soviet government to the Russian high command in Berlin.

"Belgium's Paul-Henri Spaak told the Russian delegate to the U.N. that 'we fear you,' and this is true. We do fear the Russians for the way they have destroyed international confidence and trust."

● Ideological Tactics Followed by the Russians

Professor Tweedie said that Russia was following a policy of imperialism by ideological tactics. Britain, France and the U. S. had also followed policies of imperialism during their histories but their tactics had been ones of physical violence.

When Andrei Vishinsky, Russia's delegate to the U.N., said in Paris Tuesday that he might be forced to "lay all his cards on the table," he was pleading guilty to the accusation that the Western Powers have never been fully informed on Russian policy, and at the same time suggesting that Russia actually has "a few cards up her sleeve."

"One of the cards," Professor Tweedie said, might be the atomic bomb. Russia may have succeeded in raking up enough technical, industrial, and scientific ability to apply atomic theory to the making of bombs, but as yet there was nothing to prove whether the hint given that Russia has built an atomic bomb is bluff or not.

"Russia is stalling for time when she proposes that the Western Powers return to the Moscow agreement of August 30 by which the Russian mark, under four-power control, would be the sole currency in Berlin.

"Any offer put forth by Russia should be examined carefully to see whether she is sincere or not."

● Policy of Continual Unseen Warfare Followed

Russia was committed to continual unseen warfare with any nation not willing to accept Communism. By refusing to engage the Western Powers in open and rational debate, she was attempting to undermine the economic and moral fibres of the West.

Turning to France, Professor Tweedie said that the next few weeks will show the militant fighting ability of the French Communists.

There were 1,500,000 French men and women with leanings towards Communism, but a considerable proportion of this number were persons who were "leaning away from other philosophies which had led them into their present uncertainty."

Professor Tweedie predicted that "alarmist sources" within the U.S. will soon be stating that the majority of French are Communists. "It is no coincidence that these same sources have been trying to play ball with Franco.

"It is possible that the U.S. may attempt to flirt with Franco with the idea that France may be ruled out of any Western defense plan from the beginning."

He said that many Frenchmen saw "something sinister" in the appointment of Field Marshal Viscount Marshal Bernard Montgomery as permanent military chairman of the international five-power command for the defense of Great Britain, France, Belgium, The Netherlands, and Luxemburg.

Their reaction, as expressed by the refusal of General Alphonse-Pierre Juin to serve as commander of all land forces in the combined command, was influenced by unofficial U.S. negotiations with Spain.

Professor Tweedie predicted that the joint command would never draw up a workable defense plan because the "stiff-backed militarists" who will be serving under the command of Field Marshal Montgomery could never make allowances for the psychological differences in the countries concerned in the plan.

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NEWFOUNDLAND'S STRATEGIC IMPORTANCE

BY receiving Newfoundland as the 10th province, Canada will be able to consolidate its defences on the east and gain important Naval, Army and Air Forces bases for defense and offense, said Dr. J. E. Moriarty when he spoke to the Alberta United Services Institute, Thursday, October 28, 1948, at the Armouries. President H. F. Francis presided.

In return Newfoundland would benefit economically and gradually reach a standard of living comparable with that enjoyed by the people of Canada today.

Dr. Moriarty served during the Second Great War as a medical officer at the Royal Canadian Naval base at Bay Bulls, Newfoundland, and took advantage of every opportunity to study the economic and social problems of the people with whom he came in close contact. He said the Newfoundlanders were a fine, honest and hardy people who managed to survive hardships unknown to Canadians.

● No Welfare Services Provided

They had no social services such as old age pensions, family allowances, unemployment insurance and few educational facilities. Paved highways were practically non-existent and the people who lived in the little isolated fishing villages around the coast only had boats as a means of transportation.

There were no medical or health services, such as Canadians enjoyed, and the people had a very low standard of living because many essential foods had to be imported. Consequently infant mortality reached the high figure of 100 deaths for every 1,000 live births and seven per cent of the population suffered from active tuberculosis.

Dr. Moriarty said that Newfoundland and Labrador had great undeveloped natural resources, including the largest deposit of iron ore in the Commonwealth of British nations. The development of these resources would be eventually of great benefit to Canada as a whole.

Dr. Moriarty said in part:

● The Geography of Newfoundland

First I want to discuss the geography of Newfoundland briefly. Newfoundland is an island about 42,000 miles in area. Its most important geographical point is that it is the most easterly projection of the land mass of North America. It is one of the gateposts of Canada's gateway to the Atlantic, the St. Lawrence River. Churchill,

in his very colorful way, put it this way: it lies in the St. Lawrence River like an orange stuck in the mouth of the suckling pig, and that is just about what it is. No river traffic, no transportation of that sort can come in or out of Canada without coming close to Newfoundland.

No matter what happens in the next war, Canada cannot escape being an important part of the defensive scheme involving the east coast of North America. Labrador especially lacks roads and rails and has thousands of miles of irregular coast line, which would be a very logical place for an amphibious landing with the intent of further air assault on the heart of the American continent. It is just as important a site for offensive schemes involving aggressive action on our part against the northern parts of Europe and Asia.

Historically speaking, Newfoundland had little strategic importance until the last war. Up until then Britain's Navy usually managed to retain any threat to North America by adequate defense in local European waters. It was only suddenly a very crucial spot during the last war, when England became wholly absorbed in her own battle of Britain—could not expand or afford any of her forces to protect her convoy routes or protect Canada and the United States from aggressive action on the part of Germany.

The British Empire high command passed over the responsibility of defending Canada herself, and Canada later, with the United States, was given the responsibility for North American defense. Part of this responsibility involved various fortifications and bases from Iceland to Greenland through Labrador, Newfoundland to Bermuda and the West Indies. Each of these places had different Naval ports and stations for radar and loran, and Army bases and all the rest of it. Canada acquired 99 leases to various small areas in Newfoundland and Labrador to serve as bases for Army, Navy and Air Forces. Many Canadian service units were stationed in Newfie, and many men here remember Army artillery coastal instal-

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lations, or such Air Force bases as Tor Bay, Goose and Gander. Many Navy men remember well St. Johns, Baybolls and convoy work out of Newfie. It is interesting to note that recently in the press, coastal defense batteries are again to be manned in Newfoundland and Cape Breton and Nova Scotia. Quoting the communication I received personally from the Naval Secretary the other day, I can state that the Canadian Navy at the present time intends to have, besides a reserve unit, a small nucleus of staff of permanent officers in Newfoundland, as it stated, to study any possible future development of Naval facilities. That is all he says, but it is very self-evident what he means.

● Settled Originally as Fishing Base

As I mentioned, I want to consider Newfoundland more in the light of its interesting history. Newfoundland was settled originally because it was so handy to the fishing ground, Grand Banks, practically an inexhaustible source of codfish, very close to the shores of Newfoundland. One of the best descriptions of Newfoundland island is that it is a huge ship moored conveniently to the Grand Banks. For several centuries, and up until only recently, fishing has been its only source of income. When Newfoundland became settled, this fishing specialization was responsible for a very unique development in its class structure. There is practically no middle class in Newfoundland. There is the worker, miner, lumberman and the fisherman. Opposing him from the other side is the owner, the manager and the merchant.

In Newfoundland there is no income tax so there's not much of a census; I don't know, none of the men in the town ever heard of a census, and as a result they have got a much different idea than we have about government. Government is government; they talk of it with a capital letter, something off in St. Johns, but it isn't something that involves them, the only government they have is their own little commission group in the Bay that decides who is going to fish and where and their little town arguments and that sort of thing, but as far as they are concerned, they haven't got the same national feeling that we have. We elect people and send them to Edmonton or Ottawa and we have a feeling that they are doing something for us, and then we have the same sensation that we are being done for when we get the income tax returns, but the same thing doesn't exist there, there is no income tax except in St. Johns, with the result that there is no feeling that they are doing anything for their country, and any opinion that can come from them you must understand in that light.

● Unity With Canada Considered Previously

Speaking of government, the idea of Newfoundland joining Canada Confederation isn't new. At the very beginning, when Canadian Confederation was evolving, Canada was very willing

to have Newfoundland as a province, but the people did not elect to enter, and it must be emphasized that at that time there was, as there still is, a very undemocratic franchise and the problem became a political football, and this was kicked around until the original goal was lost in the vehemence of political expediency.

I always like to bring up our hospital scheme, the same idea right here in town, it very vividly describes how a noble purpose can be lost in political maneuvering. In 1895, following the failure of Newfoundland's bank, again a severe financial crisis forced the Government of Newfoundland to come to Ottawa and ask for terms of union, but the terms provided by Ottawa at that time would have been so humiliating that even this poor distressed country could not accept, and it is important also to realize that this feeling of resentment at being badly treated when they were down and out by Canada has not been allowed to be forgotten, and there is still much opposition to Canadian unity because of these half forgotten memories of this occasion in 1895 when Newfoundland came hat in hand and asked for help and Canada asked for a very, very hard bargain. Even there are a couple of verses added to their national anthem concerning their opinions of Canada stemming from that time.

In 1934 Newfoundland again became bankrupt. This time they were forced to give up their self government and accept rule of Commission of Government. A Commission established this unique form of government and it hasn't been popular. At the time it was instituted, however, the Newfoundland people were promised that if they could again become financially solvent then they could elect any type of government they wanted, and since the war there has been a very definite and appreciable rise in prosperity in Newfie, and the present discussions on union have stemmed from this fact.

● Referendum Carries by Slight Majority

As we all know, there was a discussion in Newfoundland first as to whether they would join the United States, join with England, whether they would set up self government or join with Canada. They sent a group of men to Ottawa and the results of that discussion, the proposed arrangements for the entry of Newfoundland into Confederation Premier King handed to them. They brought these discussions back to Newfoundland, they had a referendum and by a very slight majority, that was announced as a very slight majority, they agreed that they would like to become Canada's tenth province. I just want to emphasize again in the light of what I told you just about exactly what that describes. I can't for the life of me see how any vote in such a short time could actually represent the whole of Newfoundland's people. What they actually want I don't think they know, anyway they have taken the vote and I think it's inevitable that Newfoundland will become the next province.

What will Newfoundland get on the status and legal rights and duties of a province—family allowances, old age pensions and all the rest of it? You can see just what a wonderful thing it will be for these little outport towns to have mothers' allowances, and old age pensions, to have the form of workmen's compensation the fishermen get. It will mean just a new world for the people. They will take over the Newfoundland railway and that will be something.

● Entrance of Newfoundland Important to Canada

Now, what would Canada get? I, personally, am of the opinion that Canada would get two very important things. I need not go into detail on the extreme importance in modern war of radar and loran listening posts along the coasts of Newfoundland. It is no secret that the Americans are very unhappy about the deteriorating situation in Iceland and Greenland. These people just don't want the Americans based there, and North America must have its detection and listening posts both from an offensive and defensive standpoint, and Labrador and Newfoundland are absolutely important from the standpoint of radar and loran alone.

The air men here need not be reminded of the importance of Goose and Gander airfields, part of the essential link between America and Northern Europe. The huge new bomber field in Maine isn't being built just because the Maine farmers are not getting a good price for their potatoes. The American Navy didn't build Argentia out of solid brick just because during the war the winters were too cold. Those things were built for a purpose, intelligent people directed it and we do know that these things were put there with some strategic and far-reaching idea farther than just the last war. Now, there's another point to be mentioned—iron ore deposits in Belle Isle, although not of the highest quality, are the largest producing body of iron ore in the British Empire. All of the iron ore for steel produced in Cape Breton comes from Belle Isle. Ontario is justly proud of her Steep Rock development as a substitute for the vast but now diminishing Messabie deposits in Minnesota,

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but in Ungava in Central Labrador the Hollinger interests alone are today putting in railways, etc., and plan to be producing ten million tons of best ore ever been found from deposits in Ungava. It's just apparently an almost unlimited field and it's the type of ore that is very easily processed into steel.

I have thus tonight discussed the Island of Newfoundland, hoping that because these details are of more than academic interest, they have provided you with a slight insight into the constitutional, military and political issues involved in our accepting this new province into Confederation. Newfoundland's basic problems are economic and I am sure that the buffering effect of our economy, the efficiency of our merchandising, etc., will see a new era develop for these poor hard-working people. All I have to mention is how fast freezing plants for freezing codfish, air mail transportation of codfish to centres on the east coast, to Boston, New York, Montreal and Toronto alone would be vastly important to the fishermen alone; the same thing with all their industries, efficient management would be a great boon. We are honest enough to admit that although it will cost Canada a great deal of cash to rehabilitate these people, the iron ore of Labrador and consolidation of our strategic position will be our reward.

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THE ROLE OF THE CANADIAN NAVY—(Continued from Page 45.)

There will be additional sea training during the summer holidays but our limitation in training ships necessarily reduces the efficiency of these short periods.

The Naval Engineering Branch will enjoy practical sea training whilst at the Royal Naval Engineering College in the United Kingdom, as the Engineers have found practical experience afloat is essential to proficiency in marine engineering. Under present plans, Electrical, Ordnance and Supply Branches will complete the full four years academic training at Kingston or Esquimalt and will undergo one year at a University to obtain their degree.

With regard to the other type of big ship; i.e., carriers, perhaps it is unnecessary to point out that in the course of the late war, seaborne air power proved itself a vital factor not only in defence against submarines but in the operation of the Fleet.

The advent of air power at sea has brought about a highly significant change in strategy and tactics. Its proper use, however, is that of another weapon and I suggest that it only serves to enhance the importance of sea power. The fact that both our maritime strategy and our battle tactics must be made to conform to this new and powerful weapon makes it imperative that officers and men of the Fleet should thoroughly appreciate the change. For this reason the R.C.N. has integrated Naval Aviation into its organization. The cost is high both in manpower and dollars but a nucleus for the inevitable expansion is worth the price.

● Possible Effect of Atom Bomb on Naval Strategy

At this stage it is pertinent to examine broadly the effect of the atomic bombs on Navies and on Naval strategy.

There is, of course, no lack of statements to the effect that Navies as we have known them are on their way out and indeed that the conventional defence of the past, a strong Navy, Army and Air Force, are obsolete.

These writers contend that the war will be won by atomic bombs planted by agents or submarines or sent in by rockets and that the victory will go to the country which lands the most—soonest. This last statement pre-supposes that we have actually achieved the push-button stage and that atomic bombs can be directed at will against an enemy.

It seems at this time wholly reasonable and a safe assumption that rockets with atomic warheads, capable of thousands of miles of range, are not to be expected for at least another 25 years, nor can a large subsonic bombing aircraft, operating at extreme range and without heavy fighter escort, be considered a sufficiently reliable means of delivering precious atomic bombs against a strong and well-alerted enemy.

While the effects of the new weapon may well alter the strategic conception of Naval warfare, such as relegating the Straits of Gibraltar, the Panama Canal or the Suez Canal to a position of lower priority, it cannot be said that these waterways will altogether lose their strategic importance.

It seems absurd to suppose that any weapon can sweep away every other weapon, for there is no implement of war, even the atomic bomb, which can be used effectively without the support of other weapons.

It is worthwhile remembering that the battleship has twice been declared obsolete; once with the advent of the torpedo and again when aerial warfare came into prominence. Yet the battleship, given its carrier air support, was as important as the carrier itself in the last war. An analysis of enemy aircraft losses in the Battle of the Pacific shows that of 8,000 aircraft who penetrated the fighter screen, some 2,600 were shot down by ships A/S.

Again, the Americans could not have dropped the first atomic bomb on Japan without the wholesale co-operation of sea, land and air forces and so it will remain for a great many years.

● Need of Maintaining Sea Lines of Communication

The vital need for maintaining the sea lines of communication between the economic heart of the Western Democracies and the theatre of war was plain enough in the last conflict. The Battle of the Atlantic was as important as any of the campaigns and it was continuous. For want of escorts and merchantmen, we very nearly lost it in 1943.

Those who believe that air transport has taken the place of merchant ships should appreciate that 100,000 tons of cargo which 44 average sized ships can transport monthly from San Francisco to Australia, would require, for the same purpose 10,000 heavy aircraft manned by 120,000 highly trained personnel, plus 89 seagoing tankers to provide gas along the route and at the far end of the run.

Again, precedent would indicate that any defeated country must be invaded and occupied before their defeat is consummated. Destruction by bombs is not enough. This occupation force must be transported overseas and kept supplied by sea—hence a continuing role for the Navy to protect this shipping.

It may be that the advance of science and engineering will eventually make it possible to produce atomic bombs cheaply and rapidly. If this happens, they would probably be used for attacking ships at sea, but whereas one bomb can produce devastation over one square mile of city, that area at sea does not necessarily contain any large number of ships.

Also important is the fact that a Fleet at sea is not easily located nor easily destroyed, for it embraces the two principles of

mobility and dispersion. I would say that the ability to retaliate if attacked is certainly enhanced by having a bomb launching base which cannot be plotted on a map. A fleet armed with atomic bombs and practically self-supporting with its train, which has disappeared into the vastness of the sea during a crisis, would surely be an additional element to give pause to an aggressor.

● The Navy's Roll in Peacetime Outlined

Turning now to the Navy's roll in peace. It is worthwhile pointing out that the duty of training a reserve is only one of its functions. It is essential to maintain the Fleet itself at the highest possible state of efficiency for it will be at action stations the day war breaks out and it follows that the proportion of active service personnel to reserves must be relatively higher in the Navy than in the land forces.

It is worth recalling that the world's richest periods of development and the flowering of civilization have inevitably coincided with control of the sea by some great power. The free flow of commerce with the relevant interchange of ideas and products has had a marked effect upon the advance of civilization.

A classic example of this benign influence of sea power was, of course, England. As long as she held dominant power at sea there were no world wars. When this supremacy was challenged, first by Germany, then by Japan (with the United States joining in when it became apparent the challenge was serious) the peace of the world fell apart.

Two generations have seen the resultant bitter world wars in the struggle to replace England as the major sea power.

It would be absurd to assume that Canada has any aspirations to this position, but she must necessarily contribute if she is to face up to the responsibility arising out of her growing voice in the Councils of the World.

Canadian merchant tonnage in 1947 was 80% greater than in 1939 and we now have some 500 ships in the foreign and coastal trade. (This is roughly the number sunk by enemy action in the North Atlantic theatre.)

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The importance of our Merchant Fleet has been underlined only recently by the birth of the Canadian Maritime Commission which, as you know, is responsible to the Minister of Transport and it is certain that in any future war, the task of the Navy taking over the control of merchant shipping will be much simplified. We hope also, by the closest co-operation with the Maritime Commission, to ensure that our Merchant Marine will be, as far as possible, readily adaptable to Canada's maritime requirements during a future National emergency.

● United States Given as Dominant Sea Power

The dominant sea power today is the United States but the peacetime role of the Service remains unchanged. We see an American Naval task force in the Mediterranean (integrated, you will note, with its weapons of the air) exerting international police responsibility. We see a British task force virtually blockading Palestine in the interests of peace. It is true that the major problem in Palestine is an Army one, but it would be a very difficult matter to move in, say, a Canadian Army Corps without causing a very dangerous friction.

Also, whilst long-range aircraft would appear to be ideal for this type of world policing, it must be remembered that their stay above the troubled area is transitory. They cannot land without infringing sovereignty, nor support themselves without a friendly base reasonably close at hand. I suggest that for a Naval task force, moving on the free sea, the problem is far less complicated. The danger of precipitating violent incidents is reduced and the power that can be brought to bear is both greater and far more prolonged.

Certainly the sea highways are open to ships to move wherever they will without affecting sovereignty. Within the hulls of cruisers and above are carried the necessary concentration of armament and magazines whilst the aircraft carrier has its own reconnaissance planes on board.

It is now more important than ever before that we have the best possible force afloat at the outbreak of hostilities for it is probable that such action as the enemy can take will be directed against the centres of industry and our commercial ports, in order to gain the initiative before industry and shipbuilding can swing into war production.

For our generation at least, seapower is not outmoded and as far as power is concerned, it is certainly one of the immediate answers to peace.

(Note: Certain paragraphs of this address had to be omitted owing to their confidential nature.)

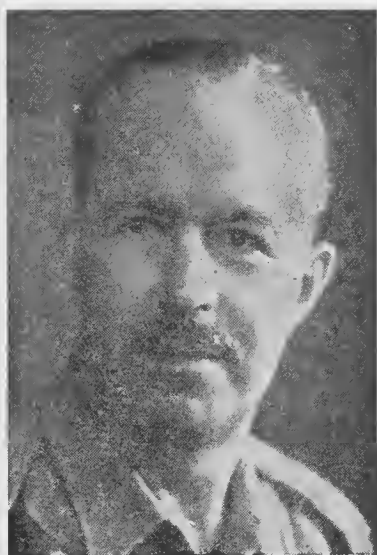
CEYLON: ITS HISTORY AND PEOPLE

Address by MAJ. MEL J. DOVER, E.D., before The Alberta United Services Institute, Wednesday, December 8, 1948.

CEYLON is indeed a fairy place of legend and story; a pear shaped island of beauty with deep forests, high mountains and great valleys. It has been the kingdom of mighty kings and the colony of great empires. Now it is one of the youngest Dominions in the British Commonwealth of Nations.

Its greatest length from north to south is 270 miles, and its greatest width from west (Colombo) to east is 140 miles. The total area is 25,032 square miles, about half the size of England and

nearly as large as Belgium and Holland. The country is flat except for a range of mountains rising to a height of approximately 8,000 feet. The tanks are relics of ancient irrigation and form one of the most beautiful features of the Island. The hot season is from March to May and the cold weather from December to February. The highest temperature recorded at Trincomalee was 103 degrees F. The two chief vernaculars spoken are Sinhalese and Tamil, while English is in general use among all communities belonging to the middle and upper classes.



MAJOR MEL J. DOVER, E.D.

The population numbers approximately 6,000,000, of which the Buddhists number about 3,500,000 and the Hindus 1,300,000, Christians 560,000, Muslims 400,000 and others about 2,000.

● Islands Subject to Invasion Since Early History

Since the dawn of history the Island has been subjected to invasions and for a variety of reasons, the successive waves of invaders who settled there and became the ancestors of the present population have never been completely fused into a united and homogeneous people. The main source of these invaders was naturally India, and it was thence that, according to tradition, the

Sinhalese, who are the majority community, came in the 6th century B.C. When their age-long struggles began with the Tamils, the principal minority community, who also came from India, is obscure. In the course of it, considerable blending of the two races undoubtedly took place, but the fact that the Sinhalese adopted Buddhism, while the Tamils remained Hindus, tended to maintain the distinction. The predominance of the Tamils in the extreme North, where they were able to maintain close contact with their fellow Dravidians in India, while the Aryan Sinhalese in Southern Ceylon were cut off from their original home in North India, also helped to preserve their separate traditions, and the two languages survived. The Sinhalese, who number today about 4,000,000, and Ceylon Tamils, of whom there are nearly 700,000 are thus the descendants of the early settlers of the Island.

The first Mohammedans to establish themselves in Ceylon were the Arabs, who came as traders from the shores of the Persian Gulf in the 8th century A.D. They originally settled near the coast and only gradually extended their activities inland. By the 15th century they had won for themselves a position of considerable importance. Their religion guaranteed their survival as a distinct community and the Moors, as they came to be called, now number nearly 400,000.

● Portuguese First to Settle in the Country

The first Europeans to settle in Ceylon were the Portuguese, who came principally in search of spices, and sought to profit from the great achievement of their navigators by monopolizing the trade between Europe and the East. From 1505 onwards they gradually acquired control of the Western Maritime Provinces and in 1619 also established themselves in the North. Animated by crusading zeal, they succeeded in converting large numbers of the inhabitants to Christianity, and the chief permanent consequence of the Portuguese occupation is the existence of Roman Catholic community of about 480,000, though by no means exclusively Sinhalese.

Meanwhile the Dutch had succeeded in establishing themselves in the Moluccas. They were engaged in a struggle with Spain for their independence in Europe, and when Spain and Portugal had been united under Philip II., they naturally felt free to attack the latter's eastern settlements. Colombo was captured in 1656 and Jaffna two years later. The Dutch, like the Portuguese, confined their attention to the Maritime Provinces, where the East Indian Company built warehouses and forts to organize and protect their trade. Ceylon owes to the Dutch occupation her Roman-Dutch law and the Burgher community, now about 30,000 strong, which has played, and still plays, a significant part in the public and professional life of the Island. It was during the Dutch period also that the Malays were introduced as soldiers. Though racially quite

distinct from the Moors, they are Mohammedans in religion and add about 18,000 to the total Muslim population.

● British Stop French from Obtaining Natural Harbor

Just as the union of Spain and Portugal exposed Ceylon to the attack of the Dutch, so the overrunning of Holland by the French Revolutionary Forces, with whom Great Britain was at war, led the British to invade the Island, in order to deny to the French Navy the fine natural harbor of Trincomalee, and to obtain the use of a naval base from which to operate in the Bay of Bengal. The Dutch governor surrendered Colombo and all Dutch territory in Ceylon in 1796, and under the terms of the Peace of Amiens in 1802, Great Britain retained it as a British possession. It was thus that Ceylon became a Crown Colony. With the cession of the Kandyan or inland provinces to the British Crown in 1815, the Island may be said to have been united politically, and by 1833 it had been provided with a complete administrative system.

The economic development of the Island under British initiative added further elements to the complex of communities. Indentured labor was imported from India to build roads and clear land for the establishment of plantations, where first coffee, and later and more extensively tea, was grown.

Nineteen hundred and forty-eight has been one of the most important years in the Island's history. For nearly four and a half centuries the maritime provinces have been under the British rule, and the whole Island has been controlled by Britain for a third of this time. On February 4, 1948, this long period came to an end and Ceylon gained its independence, the culmination of a process which has taken 27 years to achieve, by five steps, each of them marking the handing over of an increasing degree of control to the representatives of the people of Ceylon.

● Country Remains in British Commonwealth of Nations

The Government of Ceylon has agreed to remain within the British Commonwealth of Nations as a free and equal partner but, like all other members is at liberty to withdraw from that association at any time if it so decides. Certain agreements with the United Kingdom have been made, on defence, external affairs and the position of public servants.

On February 10, 1948, the new session was opened with great ceremony by His Royal Highness the Duke of Gloucester as the highlight of much official and unofficial celebration of the Island's complete independence.

● Ceylon Depends on Imports of Raw Materials

Ceylon is not self-supporting by any manner of means. It depends upon its imports of coal, iron, steel and practically all raw materials for its existence. Unlike its northern neighbor, India, it has few, if any, industrial enterprises although a recent project was the establishment of a cement factory in the northern part of the Island.

Ceylon has, however, a very high export trade, consisting of tea, rubber and cocoanuts. As an example in 1947, exports of these commodities were as follows:

Tea—287,259,020 lbs.	
United Kingdom	107,563,310 lbs.
Canada	24,479,346 lbs.
United States	20,921,984 lbs.
Rubber—181,128,204 lbs.	
United Kingdom	42,216,225 lbs.
Canada	4,809,390 lbs.
United States	107,351,266 lbs.

Ceylon's new status as a Dominion implies a partnership founded on mutual understanding and good-will, with the other independent units of the British Commonwealth. A new era in their foreign relationships stretches out before the Ceylonese. It will be their task to understand other peoples and to make themselves understood in the councils of the world.



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ALBERTA OIL—(Continued from Page 71)

Unlike the others, Imperial Oil decided to carry on through in the faint hope that they might find something below. The result was that Leduc No. 1 went on about 400 feet below the water and walked into what we now call the D2 Zone. The well blew in with 1,000 barrels a day. The oil was a light crude just like Turner Valley's. In any case Imperial went to work with two wildcat rigs following up this D2 Zone discovery at Leduc. The next two wells failed to find production in D2 but were carried on deeper, and 150 feet below D2 the next two wildcat wells at Leduc found what we now call D3. D3 is a coral reef condition. Since the discovery in February last year, Leduc has turned into a major oil field. It is rated good for a minimum of 200 million barrels. In addition to the 200 million barrels of oil reserve, Leduc is probably good for at least 500 billion cubic feet of gas.

● Development of Oil Bearing D3 Zone at Woodbend

Early this year in the township north of Leduc, Imperial discovered oil-bearing D3 Zone at Woodbend. In the township south, Okalta Oils, one of our better known independents, found a productive D2 Zone and D3 about two miles south of the apparent limits of the Leduc Field. Meanwhile at Leduc itself, several independents went to work. Incidentally a good deal of your independent drilling at Leduc was based upon the fact that independents got in late. There were comparatively few quarter sections of land available, in most cases located anywhere from two to ten miles from production. As it turned out, some of those independents, while they were two or three or four miles away from production of the Imperial discovery, drilling wildcats and as a result found production, and turned the Leduc Field into a field covering about 25,000 acres and, of course, a reserve of about 200 million barrels.

In August this year, Leduc, which then was fifteen months old, became Canada's top producing oil field. Production in August ranged something over 18,000 barrels a day. Production, of course, will go very much higher during 1949. Among the successful independents at Leduc were outfits like Globe Oil, Leduc West, East Leduc, Continental of Canada, Central Leduc Oils, Home Oil Company and others.

● Lloydminster Field Develops Into Best Supply of Heavy Oil

Now Lloydminster, prior to 1947, was a very small pool of black oil or asphaltic oil which looked very much like molasses, straddling the Alberta-Saskatchewan border east of Edmonton. In 1947-48 that small black oil field became the largest source of that type of oil yet found in Canada. It all started when Husky Refinery Company (Husky is a pioneer black oil producer and heavy crude producer in Wyoming) decided that Lloydminster had potentialities that were far greater than the public and most oil men realized. Husky decided

to put a large refinery or cleaning plant at Lloydminster and also embark on a development programme in an effort to find the black oil to serve that refinery. In any case, the Husky action spurred quite a few independent companies who had pioneered that small field, small at that time, into getting busy on drilling. Commercial production was finally found during the past fifteen months in an area spread over about 200,000 acres. Production was less than 900 barrels a day at the beginning of 1947 but has now climbed to over 5400 barrels a day. That production can be very readily increased as market growing pains are cured. Lloydminster oil, of course, is a very heavy crude which yields a very small gasoline cut, and Lloydminster oil in its crude form or processed form, is mainly useful as bunker sea fuel oil, railway fuel, to a certain extent tractor fuel, and various asphaltic products.

Meanwhile, during the past year, the foothills belt again laid claim to prominence. The Canadian Gulf Oil Company, working south of Pincher Creek, completed a 12,500 foot discovery well. That well was a wet gas producer rating something like 44,000,000 cubic feet of gas a day and something over 1,500 barrels a day of a high quality natural gasoline or distillate. That Pincher Creek discovery well incidentally found over 400 feet of porosity, and there is now every reason to hope that Pincher Creek will do better than duplicate Turner Valley as both a major oil field and a major gas producer. Incidentally, drilling of that Pincher discovery well followed a five-year exploration programme by Canadian Gulf Oil Company. They spent something like \$600,000.00 first of all geologizing the area, followed up by gravity meter work, followed up by seismograph work, and finally, after spending \$600,000.000, they decided they might as well throw another half million dollars in and drill a well. That well was successful.

● Imperial Discovers High Gravity Crude at Redwater

A few weeks ago Imperial Oil clinched the Devonian on the Canadian plains as a No. 1 prospect for major oil discoveries in Western Canada. They brought in a large discovery oil well at Redwater. Redwater, incidentally, is about 30 miles north-east of Edmonton and about 50 miles north-east of Leduc. The Redwater well found about 140 feet of oil-bearing Devonian Limestone, that is a section which is believed to correlate with Leduc's D3 coral reef. The Redwater well went on production with a flow of 1800 barrels a day of high gravity crude. In the opinion of many competent observers, Redwater could easily develop into an oil field at least as large and perhaps much larger than Leduc. In other words, it could be good for over 200 million barrels of oil.

Imperial, incidentally, is wasting no time finding out the score at Redwater. They have four drilling rigs running now on widely spaced step-outs, and before many more months pass, Redwater

will either be a major oil field or a major disappointment. Leduc and Lloydminster and Pincher Creek and Redwater and all these other names that have boomed into the Western Canadian oil story the last 21 months has given the prairie provinces assurance that self-sufficiency in petroleum is near at hand. Imperial Oil has plans already well advanced for a pipe line to carry oil to refineries and markets. During next year a 550 mile pipe line from Leduc area to Regina will be built. Because planning now also takes into account the rapid development of production beyond the prairie province needs, Imperial is already planning a pipe line southward from Regina to carry Canadian oil into the north-west States. That pipe line, I think, will be completed in 1950.

Of course, export of part of the nation's oil doesn't deprive any Canadian. Exporting Canadian Oil merely replaces part of the American and other foreign oil which now supplies Eastern Canada and the Pacific Coast and still part of the prairie province market. Distances and economics dictate the distribution of oil from the world's producing areas. These factors preclude the building of oil pipe lines, at least at this stage, to Vancouver or Ontario. That doesn't mean, of course, that all of Canada won't very materially benefit from the expansion of our own prairie production. Every barrel of oil produced and consumed in Canada conserves about \$3.00 a barrel in American exchange. When prairie self-sufficiency is reached, incidentally the term is now "when" and no longer "if," every barrel exported to the U.S. will add to the assurance that the rest of Canada can get adequate oil in peace time. It will bring in U.S. dollars and will carry the nation closer to a dream of a favorable balance of trade.

● What Oil Means to Alberta and the Rest of Canada

In conclusion, let's look briefly at what the oil industry means to Alberta in particular, and to the other prairie provinces. The most important fact is that the industry is providing oil for the needs

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of the prairies and providing it in steadily increasing volume. That's mighty important, of course, for our consumption of petroleum products is increasing year by year. The prairie provinces, incidentally, show an increase of about 14% over 1947. Secondly, the oil industry is providing natural gas reserves. Gas, the most convenient fuel for home and industry, (we are used to that here) is already serving the bulk of Alberta's population. Within a very few years Alberta gas will probably also be piped to Saskatchewan, Manitoba and probably also the north-west States and Vancouver. Incidentally, two plans for pipe lines are now under way involving an expenditure totalling about \$100,000,000.00 Those pipe lines east and west will be built if steel is available and if the Alberta Government authorizes the export of natural gas. Thirdly, oil has created a lot of jobs in Alberta. At the present time there are over 4,500 people directly employed by the oil industry, and that number is increasing quite rapidly. Oil is bringing a flood of new money into the province, and much of that, of course, is scarce American dollars. At the present time at least 75% of the money spent in Alberta on oil is coming from the U.S. in American dollars. The spendings on oil exploration and development now, of course, exceed \$4,000,000.00 a month, and that doesn't include the many more millions going, or which will go in the next two years, into pipe lines and refineries. Oil is creating new wealth in Alberta. The industry has found oil and gas reserves which are now worth many hundreds of millions of dollars. Much of that wealth will remain in Alberta as revenue for the government, municipalities and payment of wages and salaries to residents of Alberta. Mounting production has saved Albertans and other prairie province people from higher petroleum prices and will, in the not too distant future, bring considerably lower prices to gasoline, tractor fuels and other products you consume. I might mention here that had it not been for Leduc, the prairie provinces' gasoline price would be at least four cents a gallon higher now than it actually is, so you can now consider that you have been saved a good many dollars since the discovery of Leduc, by enjoying a lower gasoline price than would have been possible without that field. Oil has turned eyes all over the world towards Alberta and that is an interest, of course, which will be mighty important to the future well-being, prosperity and industrial development of this province. Finally, and this is, of course, a most important consideration, oil developments in Alberta and the west provide new hope that in the event of World War 3, the Americans and Western Europe will be able to get the vast amounts of petroleum they will require to wage and win a war that may be and probably will be a good deal tougher than the one recently ended.

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THE ANNUAL MEETING

The Annual Meeting of The Alberta United Services Institute was held in the Garrison Officers' Mess at the Armouries, Wednesday, January 26, 1949. S/L H. F. Francis, president, was in the chair and the meeting opened at 8.30 p.m.

● Present

Penhale, M. H. S., Maj.-Gen.
 Baker, W. H., Major
 Chambers, H., Major
 Lambert, J. T., Major
 Warr, A. H., Lt.-Col.
 Hirst, G. F., Capt.
 O'Callaghan, R. B. F/L
 King, L., Capt.
 Hutchison, A. N. Capt.
 Thomson, Fred, Lt.-Col.
 Longster, J. C., Capt.
 Hustwitt, S. A. F/O.
 Rivers, W. G., 2/Lt.
 McLeod, H. T., Major
 Wade, L. E., F/O
 Giroux, F. R., Capt.
 Hawes, H., Capt.
 Robinson, H. M., Major.
 Roberts, A. T., Capt.
 Paylor, W., F/L
 Austin, A. G., Lieut.
 Crowe, J. A., Lieut.
 Mercer, W. M., Capt.
 Stott, G., Lt.-Col.
 Gordon, R., Major
 Dore, C. W., Capt.
 Burger, P. M., Lieut.
 Leighton, G. E., Lt.-Col.
 Clarke, J. P., Lieut.
 Ricks, L. J., F/L
 Miller, W. S. J., Capt.
 Dodds, A. P., Lt.-Col.
 Mostyn-Brown, W. A., S/L
 Flemons, Ralph G., Lieut.
 Beach, Floyd K., Major.
 Woolley, C. W., Capt.
 Woodley, D. H., F/L
 Howlett, J. M., Major.
 Tilley, A., S/L.
 Walker, J. R., F/O.
 Morris, F. W., Lieut.
 Lane, D. Austin, F/L.
 Thomas, G. P., F/O.
 Whiteoak, J. B., Capt.
 Canniff, R. A., P/O.
 Cunnington, D. G. L., Col.
 Southam, J. D., Lt.-Col.

Scott, J. Fred, Col.
 Thomson, J. H. R., Lt.-Col.
 Ledingham, W. G., Major.
 Hanna, G. W., Lt.-Col.
 Macdougall, G. L., Major.
 Currey, F. E., Capt.
 Smith, A. R. F/L.
 Allison, T. F., S/L.
 Farquharson, S. R., Major.
 Crichton, J. H., Major.
 Newport, R., Capt.
 Chubb, A. G., Lt. Col.
 Garnett, G. W., Capt.
 Raisbeck, A. D., Capt.
 Payne, H. A., Capt.
 Turney, A. H. Major.
 Howard, T. F., Capt.
 Handling, W. D., Lieut.
 McLeod, D. A., F/L.
 Cornblat, I. C., G/C.
 Lewis, D. E., Capt.
 Johnson, F. H., Major.
 Reid, J. A., Lt.-Col.
 Wood, G. B., Major.
 Tennant, Mark, Major.
 Parker, W. M., Capt.
 Drewry, F. R., Lt.-Col.
 Randall, L. W. H., Major.
 Cooper, J. M., Lieut.
 Cameron, Max, Major.
 Jones, V. R., Lt.-Col.
 Baxter, R. T., Lieut.
 Robinson, Miles, Lieut.
 Williams, A. A., Major.
 Mackay, J., F/L.
 Anschetz, J. R., F/O.
 Lockwood, R. W., Capt.
 Thompson, J. T., S/L.
 Heather, P. E., F/L.
 Wilson, R. B., Major.
 Strong, G. N. E., Capt.
 Burrows, C. D., F/O.
 Murray, T. F., Capt.
 LaNauze, C. D., Lt.-Col.
 Norrington, A. H., Major.
 Francis, H. F., S/L.
 And Others.

● New Members

Fifteen applications for membership, recommended by the Directors, were read by the secretary who moved their acceptance. On being seconded by Major Farquharson the motion was carried.

● Minutes

Minutes of the last general meeting held January 28, 1948, having been published in The Journal, it was moved by Major Baker, seconded by Major Turney and carried that the minutes be adopted as published.

● Report of the President

S/L Francis read his report on the past year's activities of the Institute and moved acceptance. The motion was seconded by Major Ledingham and carried.

● Auditor's Report

Lieut. (S) D. J. Morrison read his auditor's report, certifying that all books, accounts and securities had been examined for the year 1948 and found correct. He moved the adoption of his report which was seconded by Lt.-Col. Southam. Carried.

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● Financial Statement and Treasurer's Report

The statement being in the hands of those present, the secretary offered to explain any items that the members wished. Col. Cunningham, Hon. Secretary-Treasurer, then read his report and moved its adoption. Seconded by Capt. Hutchinson, the motion was adopted.

● Institute Cadets

Capt. H. Payne, who had undertaken the care of the Cadets after the resignation of Major Harry Chapman, then read his report which was received with applause in appreciation of Capt. Payne's work with the Cadets. The acceptance of the report was moved by Capt. Payne and seconded by Capt. Longster and carried.

● Library Report

Major Harold Chambers, the librarian, read his report. He emphasized the need for members to return books promptly and quoted instances of difficulties he had encountered in this regard.

He moved the adoption and on being seconded by Major Farquharson was carried after Lt.-Col. Southam had suggested the librarian's grant be increased from \$50.00 to \$75.00 with a view to having the Library purchase the "History of the Royal Artillery Regiment."

● Maj.-Gen. Penhale

At this time it was necessary for Maj.-Gen. Penhale to leave the meeting in order to take a plane to Vancouver. The president called on the G.O.C. who, in a few well chosen remarks, thanked the Institute for the work it was doing in its own particular field. He expressed his appreciation for the Institute's interest in the Cadets and hoped the officers commanding reserve units also would continue their interest in the Cadets, who he said were looked upon as the future members of the reserve.

The president thanked the G.O.C. for his continued interest in the Institute and asked the members to stand as the general withdrew from the meeting.

● Events Authorized

The president read the recommendations of the directors and on motions duly moved and seconded, the recommendations were approved authorizing the directors to arrange the following:

The Vimy Dinner.

The Battle of Britain Dance.

The Military Ball.

To Publish the Journal.

To arrange for clerical assistance and the usual honorariums.
To make the necessary arrangements with the Garrison's
Officers' Mess Committee.

● Election of Officers

The president requested the secretary to read the report of the Nominating Committee.

The patrons, hon. president and hon. vice-president as published in the Journal with the substitution of the name of the present prime minister in the list of patrons and the addition of S/L H. F. Francis to the list of hon-vice-presidents were approved.

The following were declared elected by acclamation:

President—Col. J. Fred Scott, O.B.E., E.D.

Vice-president—Lt.-Col. J. H. R. Thomson, M.B.E., E.D.

Immediate past president—S/L H. F. Francis.

Secretary-treasurer—Col. D. G. L. Cunningham, O.B.E., M.C., V.D.

Directors—Navy: Lieut (S) G. M. Tapp (re-elected).

Army: (2 to be elected). Nominated: Major F. H. Johnson, M.C.; Major W. H. Baker, Lt.-Col. R. C. Coleman, D.S.O., M.C., and Capt. A. N. Hutchison

Air Force: (1 to be elected.) Nominated: W/C J. C. Syme, M.B.E., and F/L D. Austin Lane.

The president asked Lt.-Col. Fred Thomson, Major Ledingham and F/L O'Callaghan to act as scrutineers.

While the vote was being counted and before vacating the chair the president introduced Lt.-Col. Gordon Hannah to the meeting as the new president of the Garrison's Officers' Mess Committee. Col. Hannah assured the Institute that he would endeavor to maintain the good relations that had continued so long between the Institute and the Mess and expressed his appreciation of the work of the Mess manager and staff.

S/L Francis then thanked the members for the honor conferred on him on being elected president of the Institute and for the support and assistance he had received during his year of office. He then called on Col. Scott, the new president, to take the chair.

Col. Scott then took the chair as president amidst applause. He thanked the members for his election and promised to endeavor to live up to the standard set by previous presidents. He outlined what he felt the Institute should do during the coming year and expressed the feeling that the Institute should continue to be a link between the serving officers, the general public and the Department of National Defence.

Col. Scott then called on Lt.-Col. Coleman to introduce Lt.-Col. Trumball Warren and said how fortunate the Institute was that Col.

Warren was in Calgary that day on business and had considered to address the members. He told how Col. Warren had served as personal assistant to Field Marshal Montgomery in North Africa, Sicily, Italy and Northwest Europe. He would give the members an eye-witness account of the actual surrender of the Germany Army to the field marshal.

Lt.-Col. Warren then addressed the members for some 40 minutes. He described in detail the actual surrender at which only the field marshal and two personal assistants (including himself) were present. It was one of the most interesting and dramatic stories ever told the Institute. After his address and at the conclusion of the meeting, the speaker chatted for a considerable time with members, giving interesting details of his experiences with the field marshal.

Col. Scott, the president, thanked the speaker for his most interesting address.

● Board of Directors

The president then called on the scrutineers for their report and announced that, for the Army, Major Johnson and Lt.-Col Coleman were elected, and for the Air Force, F/L D. A. Lane was elected.



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He announced that the board of directors for 1949 would be as follows:

Navy: Lieut. (S) G. M. Tapp.

Army: Lt.-Col. Richardson, Major Turney, Major F. H. Johnson and Lt.-Col. Coleman.

Air Force: F/L D. McLeod and F/L D. Austin Lane.

Major Chapman kindly accepted to continue as librarian and Capt. Horace Payne in charge of Cadets. Appointment of an honorary chaplain would be announced later.

● Press

Moved by F/L Don McLeod and seconded by Major Ledingham that a very hearty vote of thanks be accorded the press for the whole-hearted support given during the past year. Carried.

● Retiring Officers

Moved by Major Farquharson and seconded by S/L Allison that the thanks of all members be accorded to the retiring president and the directors for their services during their terms of office. Carried.

● Notice of Motion

The secretary read the notice of motion recommended by the directors and sent out with the notice calling the meeting that "Bylaw No. 4 II-E be deleted and the following inserted in place thereof:

"The immediate past president and the president of the Garrison Officers' Mess shall be members of the directorate."

The secretary moved the adoption and on being seconded by Lt.-Col. Fred Thomson, was carried.

The meeting closed with "The King."

Refreshments were served in the billiard room.

(Signed) D. G. L. CUNNINGTON,
Hon. Sec.-Treas.

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PREPARATION FOR INVASION—(Continued from Page 40)

The knowledge which C.O.'s possessed was of invaluable use in making up "load tables" for the personnel and vehicles of their command. These tables consisted of a list of vehicles and the personnel in them in the priority in which they were desired ashore by waves, tides and days. Obviously the most important to be early ashore were the essential fighting elements, the most important replenishment vehicles (ammunition and petrol), the less urgent "A" vehicles, administration, transport, etc.; until on about "D" 3 or 4 supply lorries, workshop and fitters' vehicles and spare tanks, etc., could be requested. It is necessary to note that only so many landing craft or landing ships could physically land on each beach, at each tide, each day. Also that all arms, including the special Beach Group, had to have a fair share of priority in landing and that every craft or ship had to be packed to its maximum capacity and trim with carefully selected mixed loads of the vehicles of all arms. This problem was decided by Movement Control in conjunction with the Navy on the recommendations of commanders concerned and once decided it was impossible to alter it for obvious reasons. Special arrangements were made to load and launch the swimming tanks of "B" and "C" squadrons in the larger, deeper L.C.T. Mk. III.; though the transportation of these squadrons formed a part of the principal loading tables, all their other vehicles were a regimental responsibility.

● Equipment and Stores Pour in in June Arrangements

In the month preceding June preparations and training were intensive. Approximately 150,000 men and 20,000 vehicles formed the Assault Group. New equipment and stores were pouring in, amphibious exercises were continuous, normal armoured training was carried on and special work in connection with the swimming tanks was necessary; in addition, waterproofing began. This was a considerable item as it had to be 100 per cent and in the case of tanks reached formidable dimensions; it consisted of several phases, the last of which could only be completed just before loading and had to be blown off by explosive charge immediately on landing on the beach. Official figures record that Ordnance issued, prior to "D" Day, 12,000 A.F.V's, 60,000 lorries, and 2,000,000 spare parts. During May we were somewhat bothered on the coast by frequent visits by Jerry bombers after dark; these were on a small scale and easily beaten off but not without some casualties. I remember we were a bit worried lest their flares, dropped on Southampton water, might detect our "DD" tanks, which were obliged to practise there after dark.

In order to get this vast force formed up in the South of England, in their craft and afloat rapidly, and in the right order, the following was necessary:

- (a) **CONCENTRATION AREAS**—Here units and detachments were formed up, received their briefing, got their last stores and

equipment, and made their final preparations. For secrecy, it was necessary to insulate everyone here complete behind guarded barb wire. From these areas personnel and vehicles were, in due course, despatched to the next forward echelon. In accordance with loading tables, a unit would despatch little "packets" of various vehicles here and there at laid down times by authorized routes. Thus, finally, a C.O. of an Armoured Regiment would find that he had said au revoir to about two-thirds of his regiment and could only hope fervently that they would all be reunited eventually on the far side.

- (b) **MARSHALLING AREAS**—To these, various packets from various units would arrive from time to time until they were filled up. These areas were really large camps also closely guarded but with all the administration, including cooking, etc., done for the inmates by the camp staff found by formations in the later "follow on" and "build up" waves. This was obviously necessary as all the "Services" from the various units were prepared for assault landing and could not look after themselves properly for the necessary time prior to embarking. These camps were situated conveniently to the hards or docks at which the serials that they had were to embark. The only exception to this rule that I know was the "DD" Tank Squadrons who remained in their own special concentration area at Bay House in Alverstoke, thence to embark directly on their landing craft.
- (c) When the eventful decision was made to embark, serials would be called up as required from the marshalling areas and be ordered to move in procession at laid down times and routes to the hards and docks. This route was very well organized and staffed: Traffic control, halts, refreshment stands, and latrines were all laid on. Also first aid posts, L.A.D's and spare personnel and vehicles so that no serial would embark short in any way and would be in good shape on embarkation. Official

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records show that at the places of embarkation on "D" minus 2, 2,000,000 twenty-four-hour packs as well as 3,000,000 self heating tins of soup or cocoa, were issued. This in addition to the "compo packs" normally issued for every man's rations.

● Briefing for Senior Commanders Begin in London

Briefing, as has been noted above, began in London for senior commanders and was passed on to the regimental and battalion level at 3rd Canadian Division Planning Headquarters at Cowes in early March, I think. It was obviously of the greatest importance in an operation of this sort, when even the humblest private after landing might have to act rapidly on his own initiative, that as much information as possible should be disseminated. Also, the trend of planning and training had to be directed towards the successive invasion phases of landing and fighting inland. But, unfortunately, little information could be passed out on account of the vital importance of security. However, much could be done in this regard beforehand without any special information; as for instance in the case of our regiment, when we studied by sand table exercises landings on various sectors of the French Coast. When units went behind barb wire in concentration camps shortly before the day, however, the difficulty was cleverly overcome by the issue of bogus maps. These were scale maps of identical detail to the invasion sector but having code names of all places and having a false grid. They were indeed of great value in the vital last minute planning; the real ones were only unsealed and issued after the invading forces passed through the boom off Southsea. The final results were, I think, excellent; secrecy was preserved and the proper intelligence passed on to all concerned.

Briefing on the lower level really began with a conference of all C.O.'s and above the 21st Army Group in Southampton, when Field Marshal Montgomery gave an inspiring address in true "Monty" manner. Then, when H.M. King George VI. inspected us near Gosport, we realized that things were really moving. When we were in our concentration areas, Major-General R. F. L. Keller, C.B.E., G.O.C., 3rd Canadian Division, started the ball rolling by holding a division briefing at his headquarters at Cranberry House near the Winchester-Southampton road. This was attended by all squadrons, etc., commanders and upwards and was exceedingly well done and very exciting. The general was, as usual, excellent, as was his staff. After this we had a busy time attending briefing conferences; the commanders of the Assault Brigades—in our case Brigadier K. G. Blackader, C.B.E., D.S.O., M.C., E.D., 8th Canadian Infantry Brigade—our own Brigade Commander, Brigadier R. A. Myman, D.S.O., my own regimental conference, each Infantry Battalion with whom our squadrons were working and finally our squadron and troop conferences. In addition, we had important conferences with our Assault Group of Force "J" of the Royal Navy. Close security was

observed in all these conferences and the arrangements were very thorough—plaster models, air photos and maps were used to the best effect.

● Royal Navy Plays Major Part in Crossing Channel

Although really part of the execution rather than the preparations, I would like to say something of the achievements of the Royal Navy in getting us across the channel—such a vital part of the whole vast scheme. Having secretly marked the desired channels on the outer edge of the enemy's mine field, on the early morning of "D" Day they had to sweep the channels through. They swept ten lanes, thirty-five miles long to the ships' lowering area, six to eight miles offshore, in the pitch dark in bad sea conditions. They were required to attain—and did so—an accuracy of two cables and, moreover, landed all their assault craft on the exact place on the beach and on time, as laid down. Weather conditions in the channel were not good prior to departure of the invasion forces but, as has been explained, a further delay was not admissible. On the night of "D" plus 1 Day a wind was blowing up-channel N.N.W. of force 6 (near gale), waves were "No. 41" (seven foot through), and a cross tide of two and a half knots was running. All this, combined with enemy mine fields, shallows and reefs, and inshore currents made the Navy's task a difficult one and the soldier passengers' lot an unpleasant one. However, all night the long columns of landing craft wallowed through the narrow lane, in close line ahead in the pitch black without lights, without a single accident. During the night, although forty per cent leeway was allowed in the swept channel, the faster landing ships infantry passed us to reach their position off shore before dawn. Altogether, another very fine achievement for our splendid sister service.

● The Times of Embarkation to Invade Arrives

So we come to the end of this subject—"Preparation for Invasion"—as we arrive at the time of embarkation to invade. After being herded in close quarters for some days in our marshalling camp, on the afternoon of June 2 we at last received orders that our serial would move that night. So, about midnight, we began our somewhat tortuous move by devious routes towards our embarkation hard. The "sausage machine" worked well and we were all on board our L.C.T. by dawn. The next day we lay in Southampton water, watching eagerly the great host assembling about us. On June 5 we guessed that the die was cast and a great feeling of relief came over us that at last, after years of waiting and preparation, we were to get to grips with the enemy. We began to move down the solent about 2.00 p.m. and a great sight it was with craft and ships all about us heavily loaded getting ready to move with us; we reflected that what we saw was only a portion of the whole party.

When we passed the boom, we were issued with pukka maps and, as the fresh channel wind was beginning to make us pitch and roll as only a heavily laden L.C.T. can do, I hastened to have my final orders group. Later, as evening slowly descended on the white capped slate grey rollers, we began to feel somewhat lonely until a long line of grim grey warships escorted by hustling destroyers solemnly passed us by to leeward. We recollected that we were securely in the hands of the British Navy which had for centuries kept the seas.

Later still, after we had heard our heavy bombers thundering southward overhead and could see the distant flashes on the French shore, we had our short service conducted by our Padre, Bill Harrison. I think that none of us ever paid closer attention to the words of Our Lord than we did in these solemn circumstances.

And so I come to the end of my version of the plan and preparations for the greatest operation of its kind that the world has so far seen. If I could dedicate it, I would do so to the memory of all those who fell in the gallant 3rd Canadian Division Assault Force.

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